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The Hongkong Telegraph

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WEATHER FORECAST
FAIR.
Barometer 30.13.

November 11, 1916. Temperature 6 a.m. 59 2 p.m. 68
Humidity 71

November 11, 1916. Temperature 6 a.m. 73 2 p.m. 79
Humidity 71

六拜禮 號一十月十英曆 1916. SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

7509 日六十月九

SATURDAY, NOVEMBER 11, 1916.

TELEGRAMS.

INDIA'S ASSISTANCE IN THE WAR.

[Reuter's Service to The "Telegraph"]

In the House of Commons, in reply to a series of questions by Mr. J. C. Wedgwood, Mr. Chamberlain stated that the question of an Indian War Loan had been carefully considered in India and at Home. He did not see his way to advise its issue. The money available in India for Government loans was limited, and the war had stopped Indian borrowings in London. Mr. McKenna and he had agreed that the most effective help India could give was to avoid recourse to the London market.

India had paid off £7,500,000 of her floating debt in London this year and had bought since the beginning of the war £7,000,000 worth of Imperial securities. There was reason to believe that there had been considerable private subscriptions from India to British issues. He doubted whether more money would be obtained in India by means of a War Loan.

If Indian volunteers were removed from their provinces other troops would have to perform their duties. He was not disposed at present to give a return showing the number of volunteers employed.

The Raj was already giving all the assistance in its power in the provision of military supplies of all kinds. He recalled that since the beginning of the war India gave large supplies, which Britain could not provide and which were urgently needed. He believed a detailed statement of India's assistance in the war would be supplied to the Mesopotamian Commission. He assured Mr. Churchill that the question of a War Profits Tax was considered when the last Indian Budget was framed, but he declined to anticipate future Budgets.

In replying to Mr. Rees, Mr. Chamberlain stated that he viewed with grave concern the delays in Indian litigation disclosed in recent judgments of the Privy Council. He wrote to the Raj in May requesting it to consult the High Courts on the subject, and report their views and proposals as early as possible.

GERMAN PRINCE DIES OF WOUNDS.

November 9, 11.50 a.m.

Reuter's correspondent at Amsterdam says that according to a message from Munich Prince Heinrich of Bavaria has died of wounds.

KEARST NEWSPAPERS BANNED.

November 9, 11.50 a.m.

Reuter's correspondent at Ottawa says that the Government has excluded from circulation and denied facilities to all the Hearst papers. Heavy penalties have been provided for.

SERIOUS POSITION IN AUSTRALIA.

November 9, 11.50 a.m.

Reuter's correspondent at Melbourne says that if the strike lasts every industry will be paralysed. Many thousands of workers in the Commonwealth are idle and the cargo steamer service at Melbourne is disorganised. Several big factories are closing.

The railway men at Sydney refused to handle coal and the miners at Brisbane have gone on strike. It is suggested in some quarters that the Commonwealth may take over the mines.

THE ALLIED OFFENSIVE.

Abiancourt Captured.

November 9, 11.50 a.m.

Reuter's correspondent at Paris states—The French attacking Abiancourt on November 11 easily carried two lines built in with concrete facing, a great trench but in the centre the enemy organised two villages formidably and defended them fiercely. They sheltered in deep cellars during the bombardment and then reappeared with a great number of machine guns when the waves of assault advanced.

A desperate struggle ensued in a cluster of ruined houses, near the cross roads, which changed hands thrice. The Church was stubbornly contested. The Bavarians within refused to surrender and all were annihilated.

Abiancourt was entirely captured, after eleven and a half hours' struggle.

Violent Reciprocal Bombardment.

November 10, 12.45 a.m.

An official message from Paris states—There was no important action on the Somme.

There were artillery duels and a small infantry engagement near Sailly-Saillais and south of Pressoir, in which we cleared out positions and took prisoners. The latter confirmed the enemy's severe losses at Sailly.

There is a violent reciprocal bombardment at Donau-mont and the Vaux sector.

Enemy's False Claim Exposed.

November 10, 1.35 a.m.

General Sir Douglas Haig in a communique reports—There was considerable hostile shelling on the front south of the Ancre.

We bombarded the area east of Regina trench.

The enemy falsely claimed to have repulsed our troops with huge and sanguinary losses on Sunday, in a battle which the first rank delivered with powerful forces. The facts are, as stated in the British communique of Sunday, that our attacks were local and made with a few battalions to gain some advanced trenches at three points, in order to improve our front line. Most of these trenches were taken and the casualties were proportionate for the small force employed.

A MONEY-SAVING INVENTION.

November 10, 5.40 a.m.

The "Daily Chronicle" states that as the result of a new invention the Ministry of Munitions is considering the utilisation of great deposits for the manufacture of charcoal for the production of gas. The cost of 30s. per ton, compared with £10, the present cost for charcoal made from wood.

TELEGRAMS.

GUILDHALL SPEECHES.

Mr. Asquith's Views on Peace.

[Reuter's Service to The "Telegraph"]

November 9, 9.45 p.m.

At the Lord Mayor's Banquet at the Guildhall, Mr. Asquith delivered a lengthy speech.

At the outset he referred to Turkish misrule in Europe, and mentioned the massacre of the Armenians under German eyes as an example of the real meaning of a Germanised Turkey.

He proceeded to refer to the Fleet's maintaining an ever tightening grip on the inlets of the enemy's supplies, and being more than ready to try conclusions.

He continued: Our gallant armies are ever gaining ground on the Somme and never yielding an inch. Their splendid record is the same at Salonica, in Egypt, Mesopotamia and East Africa. France is fighting shoulder to shoulder with us on the Somme and in little more than a fortnight has annihilated eight months of the enemy's prodigious and most costly effort at Verdun. Italy is steadily but surely advancing on Trieste. Russia maintains her colossal task with undiminished energy, and we should offer a special tribute of admiration and gratitude to Rumania for her splendid and tenacious stand. The Serbians are playing a worthy part and Portugal is contributing her share.

With regard to Greece I speak with hope. I wish I could say with confidence. We Allies have never had any quarrel with Greece, but on the contrary there has been sincere and traditional friendship. As one of the Powers guaranteeing her independence and freedom, we desire both to prevent her being enmeshed in the Germanic net and to save her from the calamities of internal strife. Whatever apparently drastic measures the Allies have taken, they have been dictated solely by the necessity of preventing Athens continuing to be a centre of German propaganda and intrigue. I say frankly that we are in hearty sympathy with the great Greek patriot, M. Venizelos. He has assured us that his efforts at organisation are in no wise anti-dynastic and that his sole object is that Greece should play a worthy part on the side of freedom, with a view to progressive development on lines of independence and liberty.

This war is for the emancipation of the smaller nations. How can Greece keep aloof when the one aim of the Allies is that we shall be again in the position in which we were when M. Venizelos was Premier and we went to Salonica. Hellas was the first among the nations of Europe who lit the torch of liberty and withstood the inrush of eastern barbarism and tyranny. May she rekindle the lamp and show herself worthy of her immortal past.

Dealing with German propaganda in neutral countries, Mr. Asquith said it had been suggested that in those countries the Allies had a sinister design, that after the war they would combine against them and build up an impenetrable stone wall against their trade. It was childish fiction and if true would mean that one and all were bent upon economic suicide. Nothing was more essential to the Allies after the war than to maintain the best industrial and financial relations with neutrals. The real purpose of the German propaganda was to influence opinion in each of the belligerent countries in favour of a separate peace, with different arguments for different countries. He instanced that in Great Britain it was insinuated that Germany was prepared to restore and compensate Belgium, and thus meet the British casus belli, and that we were being dragged on in order to secure the special aspirations of France, Russia, and Italy. But we were equally pledged to the restoration of Serbia, which it was never suggested that Germany was prepared to concede.

He (Mr. Asquith) emphasised without hesitation or reserve that the Allies were fighting a common cause and their interests were ours.

"An essential condition of a lasting peace is victory and the securing of them all." German propaganda work in Russia was just the reverse. There we were presented as a Power anxious to continue the war and prevent the possibilities of a separate or general peace. We were represented as lending the Allies money ungraciously and making huge munitions and shipping profits, fulfilling the traditional role attributed to us by Napoleon of being a nation of hucksters and shopkeepers.

It was difficult to imagine that this could be regarded as plausible, or even credible hypothesis.

Mr. Asquith dwelt upon our terrible sacrifices of wealth and lives, and asked who had greater reason than we to long and pray for peace. "Peace, yes, but on one condition only, namely that this war with waste, sacrifices, untold sufferings, and glorious examples of courage and unselfishness shall not have been in vain."

He concluded by saying that there could be no question of a separate peace, but he did not disguise the conviction that the struggle would tax all our resources, our whole stock of patience and resolve. When peace came it must be such as will build upon a sure and stable foundation the security of the weak, the liberties of Europe and a free future for the world.

Mr. Herbert Samuel, in proposing the toast of the Allies said they formed the greatest league recorded in history, ten states, comprising 750 millions, half the whole of mankind. The extent of the German menace was measureable therefore.

He paid tributes to the nations severally and said we were fighting to save what was best in Germany herself.

The deterioration of the German spirit dated from the success of her three aggressive wars half a century ago. We were fighting for the ultimate interests of the neutrals. The Allies were a league to enforce peace, punish aggression and maintain law among the nations.

Mr. Balfour, who preceded Mr. Asquith, replying for the Navy answered the critics who thought the Navy was condemned to a passive role and acquiesced therein. It was assuring our vital communications, and maintaining in fair and foul weather the blockade which had so impaired the enemy's resources. He could promise that its duties both offensive and defensive were being carried out successfully as in the past; but he was not going to promise any accumulation of force so as to make it impossible for the enemy to carry out transient and ineffectual raids. The recent raid in the Channel could doubtless be repeated, but he did not think the risk was worth the enemy's while. He was con-

TELEGRAMS.

GUILDHALL SPEECHES.

[Reuter's Service to The "Telegraph"]

ident that if the Channel raids were repeated under similar circumstances the enemy would be unable to get out without disaster.

The German fleet believed it was going to rival the historic days of the British, French, and Dutch fleets, when it entered the war; they gave up that view and then took an interest in submarine unelligerents.

He read a passage from the German prize code issued on the day prior to the declaration of war, instructing that if neutral vessels were stopped and searched their route should not be diverted more than was possible, and that least inconvenience should be caused. He pointed out that this had been interpreted by the torpedoing of ships and leaving the crews to the mercy of the elements. The German object was frightfulness, and everyone knew that the British mariner was showing that he was not to be terrorized. He thought that Germany had abandoned the idea of fleet actions. It was safer to sink merchantmen. What Germany was now doing at sea to weak neutrals like Norway was simply a repetition of what she had done to Belgium.

He concluded by paying a warm tribute to the British mercantile fleet.

FRENCH FINANCE.

Successful Loan.

November 9, 9.20 p.m.

Reuter's correspondent at Paris says that M. Ribot has announced that the loan subscriptions total 11,300,000,000 francs.

The Total Vote.

November 10, 5.40 a.m.

M. Ribot said the subscription was mostly small. Four fifths were paid in full, and nearly 55 per cent. in cash, compared with 47 in the last loan.

Altogether £2,800,000,000 had been voted since the outbreak of the war.

AMERICAN PRESIDENTIAL ELECTION.

The World Duped.

November 10, 5.50 a.m.

Reuter's correspondent at New York, writing at noon says that Mr. Wilson has 291 votes and Mr. Hughes 343.

The Presidency depends on California, New Mexico, Minnesota and North Dakota, in some of which the votes of the militia on the Mexican border may decide the issue. There they would probably be unaccounted for some days.

The closeness of the contest is evidenced by the fact that Mr. Hughes was slightly leading in New Hampshire yesterday, but Mr. Wilson is now ahead. Another factor in the delay is lack of communications in the unpopulated and mountainous districts of the doubtful States.

A Recount Probable.

Later.

According to Reuter's correspondent at New York, the Republican National Committee announces that a recount is probable in the States where the voting is close, including California, North Dakota, Minnesota, New Mexico and New Hampshire.

"The American Riddle."

November 10, 4.55 a.m.

"The American riddle" is the name applied to the Presidential election by the English newspapers, which admit that they, like the rest of the world, were stampeded on Wednesday morning by the admission of the New York leading Democratic organ that Hughes was elected.

The subsequent recovery of the Democratic vote is described as one of the queerest things in the history of American politics, and the official declaration of the solution of the riddle is now patiently awaited.

Despatches from New York 48 hours after closing the polls show that the result is still doubtful, no two authorities agreeing. They describe the long delay as telling on the temper of Americans.

The situation is only comparable to 1876, when the country was on the verge of civil war and a clash was only averted by the submission of the dispute to an extra Constitutional Electoral Commission.

The fact that the election was then stolen explains the warning issued by the Republican Chairman to-day that the Democrats must not steal the Presidency.

The Democratic Chairman retorted declaring that President Wilson had been elected, and the Republican cry of fraud was an imposture.

Both sides are now mobilising their lawyers in the doubtful States, to protect their interests, watch the count and prevent fraud. The ballot boxes in California are guarded by armed marshalls.

The general opinion is that disputes may arise and contests be begun which will keep the issue in doubt for some time. An instance has been discovered. Owing to a faulty voting machine 2,000 votes were wrongly cast for Hughes in California, where Wilson now claims the lead.

The opinion is growing that Wilson is elected.

President Wilson Re-elected.

November 10, 7.05 a.m.

Reuter's correspondent at New York says that President Wilson has been elected, by carrying California.

BRITISH CONCESSIONS IN FRENCH COLONIES.

November 10, 5.40 a.m.

A Paris message states that interpellation in the Chamber revealed the fact that a petroleum concession in Algeria had been granted to a British firm.

The Minister for Works defended the action, emphasising the close Anglo-French friendship.

(Continued on page 8.)

TELEGRAMS.

EARLIER TELEGRAMS.

ADVISER FOR INDIA STUDENTS.

[Reuter's Service to The "Telegraph"]

London, Received, November 10.

Mr. Chamberlain has appointed Dr. T. W. Arnold as Educational Adviser for Indian students, in succession to Mr. C. E. Mallet, who is retiring at his own request at the end of the year.

DUTCH LINER SEIZED.

Bomb Taken on Board to Blow up Batavier II.

Rotterdam, September 28.—Passengers from the Dutch liner Batavier II, which was captured by a German submarine and taken to Zeebrugge, have been released and have arrived here. The give interesting details of their capture and treatment by the Germans.

It was submarine U6 which seized the vessel. The Germans signalled the Batavier to stop by pistol shots. Then a German officer, accompanied by two men, went aboard with bombs in red bags. These they tied to the deck rails, and the passengers and crew were ordered to be ready to leave the ship at a moment's notice.

The German officer navigated the ship through an extensive mine field. The submarine, which was one of the oldest type of these vessels, was unable to keep pace with the Batavier, which proceeded at a speed of only 12 knots an hour, and which ultimately towed the submarine into Zeebrugge.

Shots from a British monitor a long way out to sea, passed over the Batavier and submarine as they entered the fortified harbour, the monitor at the time being engaged in bombarding the coast.

As they entered the harbour the passengers saw a flotilla of 12 torpedo-boats and destroyers leaving the harbour.

The German officers were overbearing towards the captured crew and passengers, whilst the men on the submarine complained bitterly of their treatment. They would never, they said, stay in Germany after the war. Their officers took all they required from the captured food boats for their own table, but the men got nothing.

Before the cargo of the Batavier, which consisted principally of fish, cheese, grapes and strawberries, was unloaded, or the passengers landed, a man and a woman from among the passengers were taken ashore with every sign of consideration and allowed to make their own arrangements for their departure.

The remaining passengers and crew were then sent ashore and sent by train to Bruges, where they were interrogated by the police. They spent the night at a refugee camp, receiving a piece of bread and butter and a cup of coffee as the day's provisions.

On Monday morning certain people were allowed to return to Holland. Amongst them were two English ladies and 24 of the crew. Four escaped Russian prisoners were detained, also the captain, chief engineer, first officer, and purser.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.
Government House grounds—Ministering Children's League bazaar; 2 p.m. to 6 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

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ALL THE YEAR ROUND.

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Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.S.C., 5th edition. Western Union
Office address: 11, Ice House St.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 11, 1916.

AUSTRALIA AND THE TYRANNY OF LABOUR.

Yesterday's wire concerning industrial affairs in Australia makes melancholy reading, but it will probably surprise no one who has troubled to watch the progress of the Labour party at Home. The New South Wales Premier's declaration that he "refused to submit to the infamous tyranny of the Labour Executive" seems to show that, in his part of the world at least, there are still to be found a few benighted persons who decline to surrender body and soul to the sweetens and light of the Labourite creed. And, unless we are very considerably cut in our reckoning, those few persons will, before long, become many. So far as the Homeland is concerned, it has long been evident that society in general is heartily tired of the monstrous claims of trade unionists who, when it happens to suit them, will neither work themselves nor let others work. It will not, for many a day to come, be easy to forget that some of these Labour stalwarts, in the early days of the war, were instrumental in losing hundreds of British lives at the Front: lives that depended on the arrival of munitions, which were delayed while the patriotic "workers" were wrangling with their masters over a matter of a halfpenny or a penny an hour, or were declining to work at all because men who were not members of their trumpety unions were toiling in some of the factories—occasionally without any pay at all.

If the Australian Labour party conducts its affairs on the same patriotic and altruistic lines, it is no wonder that Mr. Holman objects to obeying its dictates. It seems to us that the present position in Australia is deserving two good purposes: it is affording a wholesome lesson to the Imperial Government not to allow the unions at Home to reach such a pitch as will enable them to interfere with public liberty; and it is putting Australia's own best men on their mettle and prompting them to combine against a conscienceless system which, if the Labourites could but see it, is capable of becoming the worst enemy of the people at large. At present, while the pick of Australia's manhood is sacrificing itself at sea or on land for the sake of the Empire, the country is given over, in great measure, to a noisy rabble that recognises no rights but its own. What will her soldiers and sailors, who have borne the burden and heat of the day, have to say when they return to find that the main aspiration with those who stayed behind has been not "We must fight against German oppressors," but "We must grab all we can while our brethren are away, risking their lives for us—doing what we are afraid to do?"

Trade unionism, as at present understood, whether in Australia or elsewhere, means the glorifying and high ennobling of Self; the clamouring for individual "rights," to the exclusion of the feelings and claims of everyone else. In other words it is less socialism and more tyrannical than any feudalism could ever have been. That it can endure, so far as the sons of the British Empire are concerned, we would rather not believe. In course of time it must strangle itself. The British workman, left alone, is one of the finest fellows living—as Germany knows to her cost to-day; he may "grumble," but that is every Britisher's privilege, he has no navy or marquis; but his bark is worse than his bite and, for all his prejudices, he is a true man. When, however, he gets into the hands of the agitator, he allows himself to be led towards his own damnation like a lamb to the slaughter. He is not, and never has been, seriously to blame. We must look for the real aggressors in other directions. The culprits are the capitalists and the agitators—and, in the background, past Governments that have been too cowardly and too egotistical to deal with both of these according to their several deserts. If the workman is self-seeking it is because, for generations, the capitalist tried (only too often with success) to enslave him; and consequently his children have grown up to regard the employer as the natural enemy of the poor. When our rulers can be persuaded to punish without mercy every approved swearer and the members of every syndicate that attaches more importance to its own vast profits than to the welfare of the State and the community, and when they can summon up pluck enough to order the shooting of a dozen or so of the lazy rascals who make a fat living out of preaching strike doctrines, we shall probably hear the last of the trade unions—at any rate as at present established.

Trade Enterprise.

Periodically we publish in our news columns the Trade Enquiry Lists issued by the local American Consulate General, giving the names of firms in the United States seeking openings in the Far East for the commodities in which they deal and anxious to take up lines which can be supplied from this part of the world. The latest of these lists to appear in print contained the names of no fewer than twenty of such business concerns, and the enquiries made covered such varied heads as cinema films, electric lighting plant, railway material, motor cars and all manner of requisites for the development of ports along modern lines. These are only a few of the branches of trade and industry touched upon, but they are sufficient to show that American business men and Consular officials are fully alive to the desirability of going far afield to establish new connections for the commerce of the States. These lists are not printed to be pigeon-holed in the Consulate—they are distributed broadcast to firms likely to be interested in the particular lines specified, and, lest any concern should be overlooked, they are also circulated to the Press for publication. That is enterprise.

The Contrast.

On contemplating such a system as this, one cannot help thinking of the great benefits which would accrue to British trade if a similar policy were followed not only in Hongkong but also in all foreign and colonial markets. Here in this Colony we have a glaring example of official indifference in this respect. Formerly there was a branch at the Harbour Office whose duty was supposed to be to handle enquiries sent out from the Board of Trade, and to bring the home manufacturer and the local agent, vice versa, into touch one with the other. That work has now, we believe, been transferred to the Secretary of the Chamber of Commerce, but, so far as we know, there never has been, and is not now, any attempt whatever to make the business-house-keeping enquiries revealed by the Board of Trade communications; the letters, we are told, are filed, and if business men wish to know what connections are sought, they can ascertain by enquiring. As for circulating the Press, and thereby informing all business houses of what the Home trader is seeking, that is certainly not done. With the knowledge of what the Americans, the Japanese and others are doing to extend their trade, and what we are not doing, is it any wonder that we are in danger of being beaten in the race? Enterprise and really sound commercial propaganda were never more needed than now. We Britishers must arouse ourselves from the fatal lethargy of the past if we are to hold our own in the East.

Our City Hall Library.

Three years ago we wandered into the City Hall Library and asked for the Transactions of the China Association. The presiding genius promptly brought us a much-thumbed copy of the *Sketch*, since then we have given this temple of learning a wide berth, but from time to time we make affectionate enquiries as to its health, and we find that things are pretty much as usual with it. The only respect, so far as we can gather, in which it has sought to keep abreast of the stirring age in which we live is in the treatment which its periodicals receive. Yesterday a *Telegraph* reader made the discovery that Hongkong possesses a reading-room, and he set out to explore. In the course of his researches he turned over the leaves of a Home magazine—only to find that embellishments had been added to the illustrations and that the most revolting obscenities had been pencilled in the margins. On handling other periodicals our informant observed that the artist had extended his attentions to those. This sort of thing may be excellent testimony to the thoroughness of the English teaching which Asiatic and European receive in some of the schools of this fair Colony, but we should have thought that it was the duty of the library authorities to guard against such artistic and literary achievements within their domain.

DAY BY DAY.

THE GRATITUDE OF PLACE EX-PECTANTS IN A LIVELY SENSE OF FUTURE FAVOUR.—Sir Robert Walpole.

The Mails.
Siberian Mail.—Dae per a.s. Loochow to-day.
Canadian Mail.—Arrived per a.s. Empress of Japan to-day.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 3.9/16d.

To-morrow's Anniversary.
To-morrow is the 51st anniversary of the death of Mrs. Gaskell, the novelist.

Criminal Session.
The next Criminal Sessions will be held on Monday, the 20th inst.

The Tobacco Tax.
His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinance:—Ordinance No. 10 of 1916.—An Ordinance to provide for the taxation of tobacco.

Harvest Festival.
To-morrow will be observed as Harvest Festival and Hospital Sunday at Union Church. The money collections are for the Alice Memorial Hospital, as usual, and the offerings of fruit and vegetables will be passed on, as for several years past, to the Royal Naval and Military Hospitals in Hongkong.

The Loss of the Arabia.
The local office of the P. & O. Co. has received telegraphic news from the Company's Directors that the Admiralty advise definitely that all passengers were saved from the Arabia and are proceeding either to Malta or Port Said. The telegram also states that all officers and crew were saved, excepting two engineers who were killed.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—J. M. Wong, \$50; Wong Ping-tai, \$10; Tai Ming-tak, \$10; Hung Hing-kam, \$5; Ko Po-shum, \$5; Cheung Kung-yung, \$5; Hung Tai-lung, \$5; Chinese Congregational Church, \$16.25.

No Licence and Bribery.
A Chinese was charged before Mr. F. A. Hasland, at the Police Court this morning, with hawking rings in the street without having a licence. An Indian constable said that when he arrested the man he was offered 30 cents to drink tea. A fine of \$5 was imposed for hawking without a licence, and for offering the bribe a further fine of \$15 was imposed.

Concealed Opium.

A huge Chinese, standing over six feet in height, was charged before Mr. F. A. Hasland, at the Police Court this morning, with being in possession of 45 tins of prepared opium. Detective Constable Shannon found the man with the opium concealed in a block of wood which had been hollowed out. His Worship said he would require a certificate, and the case was adjourned until Monday.

October Weather.

The Royal Observatory returns for October show that the average mean temperature was 75.9, the highest point reached being 84.4 on the 12th, and the lowest 65.8, on the 31st. There were 185.6 hours of sunshine, there being only two days on which none was recorded, while eight rain fell on six days, making a total of 0.739-inch, this comparing with a thirty years' mean of 4.911 inches. The average humidity was 71.

Cemetery Improvement.

It is notified that it is the intention of His Excellency the Governor to make an order on the expiration of six months from November 10 directing the removal of all graves in a specified portion of Section A in Mount Caroline cemetery. Such Order will be made for the purpose of the laying out of the area to provide for the burial therein of Chinese dead of the Roman Catholic community of the district.

1891.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending November 11, 1891.)

The Dollar.
November 11.—"The rate of the dollar on demand to-day is 3s. 1 1/2d."

Germany's Military Preparations.
November 5.—"A new German loan is announced for £5,500,000 sterling, to be applied to perfecting and increasing the Artillery branch of the Military Service."

Then as Now.
November 5.—"Here is a splendid chance, a most favourable opportunity, for Mr. Mitchell-Lanes to climb down, and withdraw, and apologise, and pull in his horns, and kick himself, and so on. In spite of his deliberate bare-faced assertions that the ex-cis officers search passengers for opium with all decency, and then only on reasonable suspicion, here is a case this morning which ought to choke him. Ngan Ching a Chinese water conglable, was on Tak Kee wharf in plain clothes, when a hulking Indian ex-cis officer named Sunder Singh came up and wanted to search him. Poor Ching managed to get his whistle and blow it for assistance. Then another police and temperate ex-cis officer (V. Mitchell-Lanes on Gentleness) came along, and together they got the plain clothes constable to the station. He was searched, and found to be without opium. Then he was taken to the hospital, and the doctor certifies that he had a fractured rib and was bleeding at the mouth and showed bruises all over his body. The ex-cis officers, on getting him to the police station, said nothing about any resistance or assault on his part. They were charged with assault this morning at the Magistrate's, and innocently remarked that they did not know he was a constable (or they would have hit somebody else, eh?) and that he assaulted them. Myra. Three weeks for Sunder Singh and fourteen days for Mahomed Bae, his chemist. The other side of the case (it is of course our practice to fully state both sides) is that no reliance can be put on a Chinaman's bare statement that he is a policeman, as this is a very common dodge; that the water police are at amity with the opium farm people in consequence of recent convictions; that the constable purposely resisted search and provoked the constable, knocking him about, and that the injury to the Chinaman was unintentionally caused, and was really through his own struggles, he falling to the ground and dragging the Sikh on top of him. An application for a rehearing is to be made to-morrow, and in the meantime the whole body of Indian ex-cis officers have threatened to throw up their posts if such an unjust conviction—as they consider it—cannot be reversed."

The Ricksha Farm.
November 5.—"The 'Ricksha farm' will be liberally dealt with in our next issue. Our 'chief' has for some days past been sadly 'off colour,' but is gradually coming round to his ordinary cheerfulness. Half-a-dozen Chinese deputations have visited the *Telegraph* office to protest against this 'lad' of the biggest as the Hongkong Government Service has ever known, and we are with them in whatever constitutional action they decide to take against this unconstitutional abortion. Why don't the resident unofficial members of the Legislative Council put a stop to this second-class flogging by resigning in a body, and leaving Mr. 'Teracost' Kwewick to bear the brunt of a policy that apparently has for its main object the turning of a free port into a hot bed of old-world protection, and the manufacture of hopeless nincompoops—of the Mitchell-Lanes brand—into high-placed politicians? Give the author of the new 'ricksha farm' a picture book to amuse himself with."

Depressions.
November 3.—"Our excellent and respected friend Dr. W. Dobson, Government Astronomer, has recently reported during the

Typhoon season the existence of 'depressions' in various parts of the Pacific Ocean and the China Sea, sometimes near Hongkong and sometimes much farther afield, which, albeit of considerable interest, generally prove of a transitory nature, but somehow or other, with all his skill and acumen, his intimacy with the heavenly bodies—and he knows Latin and the use of the globe—the learned Doctor never tells us anything about the apparently permanent 'depression' from which this colony has been suffering for so many months past, which has wrought such and havoc amongst the brilliant members of the once high-toned elite of our distinguished upper circles, and which is still as acutely felt by the working populace, the back-bone of Hongkong, in every branch of business.

Hongkong House-Building.
November 6.—"The inquest on the body of the Chinese girl killed by the fall of houses in Wellington Street on Sunday last was concluded to-day. The contractor who was engaged on the repairs which were the immediate cause of the collapse gave evidence in accordance with that of other witnesses—that, in course of repairing the back part of the house, some 500 or 600 bricks were piled up on the second floor, the back wall was taken down, and in its place temporary supports of timber were put up under the floors, but no beams were used to shore up the parts which which collapsed. The Coroner (Mr. Wise) in finding a verdict 'death from asphyxia,' said, 'I have no doubt as to how the fall was caused, but I do not think the contractor's negligence, if it was negligence, was criminal. At the same time, he must be more careful in future. I think he has been very careless about the work, because there is no doubt in my mind that it was this piling of bricks on the second floor that caused the fall, and that he might have known it. I will say nothing by way of a rider to the verdict, as it is no good adding a rider unless you can do something with it. Verdict—death from asphyxia. No somebody is to be hanged!'"

"Foreign Beer-Swillers."
November 7.—"The German Club nobility and gentry announce a smoking concert in that second-class pot-house to-night. The members of the *Telegraph* staff have taken in an extra supply of soda-bottles to be prepared for emergencies; and we consider it only fair to intimate that if the police allow night to be made hideous after twelve o'clock by these foreign beer-swillers, we shall have to trouble the Magistrate on Monday to assist us in putting a stop to the most offensive nuisance in the centre of the city."

"Eau de Chinois."
November 9.—"Some of the Peak residents have been drinking eau de Chinois recently, not eau de Cologne, and would be doing so now had not the body of a Chinaman in an advanced state of decomposition suddenly made its appearance on the surface of the water well situated near the Homestead, whence their water supply comes. The body was taken to the Mortuary last night and a searching inquiry will be held at the Magistrate's in the course of a day or two. Evidently Tytan water mains were not laid down at the Peak a day too soon."

Opium Smoking.
November 11.—"Notwithstanding that the trading sum of \$4,000 has been lopped off the Opium Farmer's monthly bill, the price of the drug hasn't dropped a single red cent in the divans, and the Chinese consider it is hard lines, and say that they'd be knocking off smoking to-morrow if they could, just to get quit. But 'John' isn't the boy to cut off his nose to spite his face. Not much! He'll smoke away as per usual, you bet."

Women Inspectors of Cinema Halls.
Two women inspectors of places of public amusement have begun their duties at Birmingham. They are under the direction of the committee which has been appointed to deal with complaints relative to films, and they will visit picture-houses and theatres and report to the committee.

1891.

SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for November 11, 1891.

Hongkong and Shanghai Bank.—153 per cent, premium buyers.

Union Insurance Society of Canton.—\$91 per share, nominal.

China Traders' Insurance Company.—\$61 per share, sellers.

North China Insurance.—7 1/2, 260 per share, sellers.

Canton Insurance Company, Ltd.—\$105 per share, buyers.

Yangtze Insurance Association.—7 1/2, 100 per share, buyers.

Hongkong Fire Insurance Company.—\$312 1/2 per share, sales and buyers.

China Fire Insurance Company.—\$87 per share, sellers.

Hongkong, Canton and Macao Steamboat Company.—\$35 per share, buyers.

Hongkong and Whampoa Dock Company.—\$76 per cent, premium, sales and buyers.

Hongkong Gas Company.—\$120 per share, nominal.

Hongkong Hotel Company.—\$60 per share, sellers.

Hongkong Hotel Co.'s Six per cent Debentures.—\$591.

Indo-China S. N. Company.—\$27 1/2 per cent, dis., sellers.

Douglas Steamship Company.—\$36 1/2 per share, sales and sellers.

China Sugar Refining Company, Ltd.—\$177 per share, buyers.

Luzon Sugar Refining Company, Limited.—\$58 per share, sellers.

Hongkong Ice Company.—\$82 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd.—\$99 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company.—\$66 per share, sellers.

Hongkong Dairy Farm Co. Ltd.—\$7 per share, sellers.

A. S. Watson and Co., Ltd.—\$19 1/2 per share, ex div., sellers.

Hongkong High Level Tramway Co., Ltd.—\$55 per share, sellers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Green Island Cement Co. Ltd.—\$14 per share, sellers.

HONGKONG'S FINANCES.

Returns to the End of August

The financial statement for the month of August, issued by the Hongkong Treasury, is as follows:—

Revenue and Expenditure.	
Balance of Assets and Liabilities on 31st July, 1916, ...	\$ 993,007.12
Revenue from 1st to 31st August, 1916, ...	1,111,153.55
Expenditure from 1st to 31st August, 1916, ...	2,104,160.67
Balance, ...	\$ 1,420,267.59

Liabilities.	
Deposits not Available, ...	\$ 683,235.43
House Service Account, ...	4,035.95
Postal Agencies, ...	5,104.87
Exchange, ...	605.83
Total Liabilities, ...	693,982.10
Balance, ...	1,420,267.59
Total, ...	\$ 2,113,277.64

Assets.	
Subsidiary Coins, ...	\$ 216,367.57
Advances, ...	80,818.51
Imprest, ...	36,819.00
Crown Agents' Deposit Account, ...	1,125,518.79
Unallocated Stores, (P.W.D.), ...	289,961.53
Unallocated Stores, (Railway), ...	98,931.65
Balance Bank, ...	252,351.15
Crown Agents' Current Account, ...	12,459.44
Total, ...	\$ 2,113,277.64

Company Winding.

It is notified that, at the expiration of three months from the winding up of the company, the company, the Registrar and the Company will be dissolved.

MINISTERING
CHILDREN'S LEAGUE.An Enjoyable Entertainment at
Government House.

In connection with the Ministering Children's League bazaar, which takes place this afternoon, a concert was given in the ballroom at Government House last evening. The event was mainly arranged for the purpose of providing stall-holders, who will be so busily employed to-day, with an opportunity of being spectators of what is an exceedingly pretty show, and last evening there were quite a number of ladies and gentlemen present, together with a few friends, who had what might be termed a private rehearsal.

The concert, which was exceptionally good in every way, had been arranged by Mrs. Aitken, Miss Stone, Mrs. Worcester, Mrs. Looker and Miss Hazeland, and the excellence of the programme presented was a great tribute to these ladies for the trouble and patience they must have expended in bringing the little ones to their present state of perfection.

The following items were all very nicely given:—Song and march, "Union Jack of old England," by members of the Kowloon M. O. L. League; Patriotic recitation, "A child's small hand," Gwen Stedman; Dance "Horriple," June Looker, (standard-bearer, William Hancock and David Looker). The recitation "Philosophy" by Miss Alma Worcester was splendidly done. The applause was so insistent that the tiny tot had to give another number and she was again accorded much acclamation for her recitation "Where are you going to my pretty maid?" A very charming item was the flower and song dance, those responsible being:—Sunshine, Clara Frost; Golden Butterfly, Marjorie Aitken; Buttercup, Gladys Ramsay; Daisy, Bessie George; Violet, Mary Hyde; Rose, Maggie Ramsay.

The chief and last item on the programme was the tableau "The Allies," Miss Dione May as Britannia and Miss Alma Worcester as poor little Belgium standing out exceptionally well. Others taking part were:—France, Gwen Stedman; Russia, June Looker; Italy, Rita Hazeland; Japan, Joyce Holyoak; Serbia, Anne Dodwell; Portugal, Miss Hazeland; Montenegro, Dorothy Holyoak; Roumania, Veronica Butterfield.

An extra number was given in the shape of a cradle song by Marjorie Aitken, Nellie Mackay, Gladys Ramsay, Bessie George, Mabel Spradbury, Irene Spradbury, Geraldine Smith, Winnie Smith and Florence Neave, and during an interval His Excellency Mr. Oland Severn gave a catchy little song entitled "Humph, Humph, and Wee Wee," for which he received much applause.

The concert will be repeated this afternoon, with the addition of some special features by "The Swanks" through the kindness of Mr. and Mrs. Hay.

HOCKEY.

Navy v. 83rd Co. R. G. A.

The Navy opened their League programme at Happy Valley on Thursday against the 83rd Co., but could only field a weak side. With two of their forwards playing cricket, and duty claiming another couple, only Newman of the usual attack was available. The sailors started with only ten men.

The opening exchanges were even, each goal being visited in turn. Good work by Newman set the Navy forwards going, a smart movement being ended by that player registering a neat goal. Half-time:—Navy 1; 83rd Co., 0.

The sailors were at full strength on resuming, and were soon attacking. Pressure was relieved by Richards putting tamely behind when well placed. The soldiers were dangerous in break-aways, and from one of these, Banks, in the falling light, stopped a terrific drive by Baker, the Navy man being carried off.

The Company pressed desperately after this, but ran up against a stone wall defence, the sailors retiring winners by the only goal scored.

NOTICES.

PEDDER
STREET.

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are Showing
EVENING GOWNS & COATS.
NEW MILLINERY.
VELVET & VELOUR HATS
IN ALL COLOURS.

SINGLE-HANDED ATTACK.

Splendid Feat of British Airman.

Remarkable feats in the air performed by Lieut. Albert Ball, D.S.O., of the North and Derby Regiment and the Royal Flying Corps, are described in a supplement to the *London Gazette*. In recognition of one feat, Lieut. Ball received the D.S.O., and for another he was awarded a bar to the order. The first feat is thus described:—

"Observing seven enemy machines in formation, he immediately attacked one of them and shot it down at 15 yards range. The remaining machines retired. Immediately afterwards, seeing five more hostile machines, he attacked one at about 10 yards range and shot it down, flames coming out of the fuselage. He then attacked another of the machines, which had been firing at him, and shot it down into a village, when it landed on the top of a house. He then went to the nearest aerodrome for more ammunition, and, returning, attacked three more machines, causing them to dive under control. Being then short of petrol he came home. His own machine was badly shot about in these fights."

Lieut. Ball's bar was won by the following performance:— "When on escort duty to a bombing raid he saw four enemy machines in formation. He dived on to them and broke up their formation, then shot down the nearest one, which fell on its nose. He came down to about 600 feet to make certain it was wrecked. On another occasion, observing 12 enemy machines in formation, he dived in among them, and fired a drum into the nearest machine, which went down out of control. Several more hostile machines then approached, and he fired three more drums at them, driving down another out of control. He then returned, crossing the lines at a low altitude, with his machine very much damaged."

POLICE RESERVE
ORDERS.

Orders issued to-day by Mr. F. O. Jenkin, D.S.P. (R.), state:—

Headquarters' Club. An important meeting of the General Committee will be held at Headquarters' Club at 5.30 p.m. on Monday, Nov. 13. All Inspectors and Sergeants are invited to attend.

Band and Orchestra. The following Orders of July 5, last to be inserted in the Standing Orders and numbered 123A:—Members of the Band and Orchestra are not required to attend any kind of patrols, drills and musketry unless expressly ordered by the D.S.P. (R.). They may however voluntarily perform any of these duties except on a date fixed for a practice or performance.

Winter Uniform. Blue uniform will be worn on patrol duty as from this date.

Drill Lecture. All ranks above the rank of P.O. are required to attend a lecture by the D.S.P. (R.) at Headquarters' Club at 5.30 p.m. on Wednesday, Nov. 15.

Company Parades. All Company Parades will be taken by the respective Company Commanders unless otherwise ordered.

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ASTRAL TITTLE TATTLE.

Modern Beer's Silence on the
Great World War.

Astrology as practised by modern seers apparently concerns itself with the minor affairs of this planet. "Vox stellarum" is only tittle-tattle about things that don't very much matter just now.

So in "Moore's Almanac," original edition, 220th year, which has just been published by Cassell and Co., one finds scattered throughout the months prophecies about stocks and shares, theatres and music-halls, religious scandals and the divorce court, while, with regard to the world tragedy upon which all human attention is concentrated, the stars, if they are correctly interpreted in these pages, have scarcely anything to say.

Or if they do speak, it is in such egregious language as this: "January—Great and important changes are shown in the international and political world. Feb.—Unsettledness is shown in France and Italy. April—The conjunction of Mercury and Mars on the place of Mars in the Kaiser's horoscope foreshadows disaster."

Not having been able to foretell, by the remotest reference, the beginning of the war, it is not surprising that astrologers are rather shy of prophesying when it will end. One cannot say whether the statement "the new moon of December 14 threatens foreign disputes," denotes that the war is still going on at the end of 1917. That we may be quite sure that it is so, this sentence will be claimed in a succeeding almanac as a triumphant vindication of prophecy.

However, the almanac is only partly concerned with lifting the veil from the future, and has much political, sporting, and agricultural information which is wholly reliable.

DAIRY FARM NEWS.

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NEW SHIPMENT OF
SELECTED
FINNAN HADDOCKS,
FILLET HADDOCKS,
KIPPERS.

NOTICES.

BRITISH GOVERNMENT EXCHEQUER BONDS
AND WAR SAVINGS CERTIFICATES.

Applications may be made through the undernoted Banks, from whom full information and the necessary forms may be obtained on application:—

Chartered Bank of India, Australia & China.
Hongkong & Shanghai Banking Corporation.
Mercantile Bank of India Ltd.



6% Exchequer Bonds

Repayable 1920

These Bonds, and the interest thereon, are free of Income Tax, if in the beneficial ownership of persons not ordinarily resident in the United Kingdom of Great Britain and Ireland.

Bonds are issued in denominations of £100, £200, £500, £1,000 and £5,000.

The interest is payable half-yearly on 16th February, and 16th August.

Bonds can be obtained to "Bearer" or they may be registered in the books of the Bank of England.

A declaration regarding exemption from Income Tax is necessary in the case of Bearer Bonds, but the interest warrants relating to registered Bonds, without any deduction of Income Tax, can be sent direct to the owner of such registered Bonds or to his banker.

War Savings Certificates.

Value 5 years after purchase. Purchase Price.
£500 £157 10 0
£1 15s. 6d.
FREE OF INCOME TAX.

For every 15s. 6d. lent now £1 will be paid in 5 years' time equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all, or their equivalent.

Meanwhile the money may be withdrawn in full at any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the 5th anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transferee. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 8d. for each 15s. 6d. on the first anniversary of the date of purchase, and with a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent. The £1 Certificates (purchase price 15s. 6d.) are issued in book form. The Certificates for £12 (purchase price £3 12s.) and £25 (purchase price £12 10s. 6d.) are issued as without books. The £1, £12 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from £100 and £500 may be obtained on application to the Controller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at a Charge of 1s.

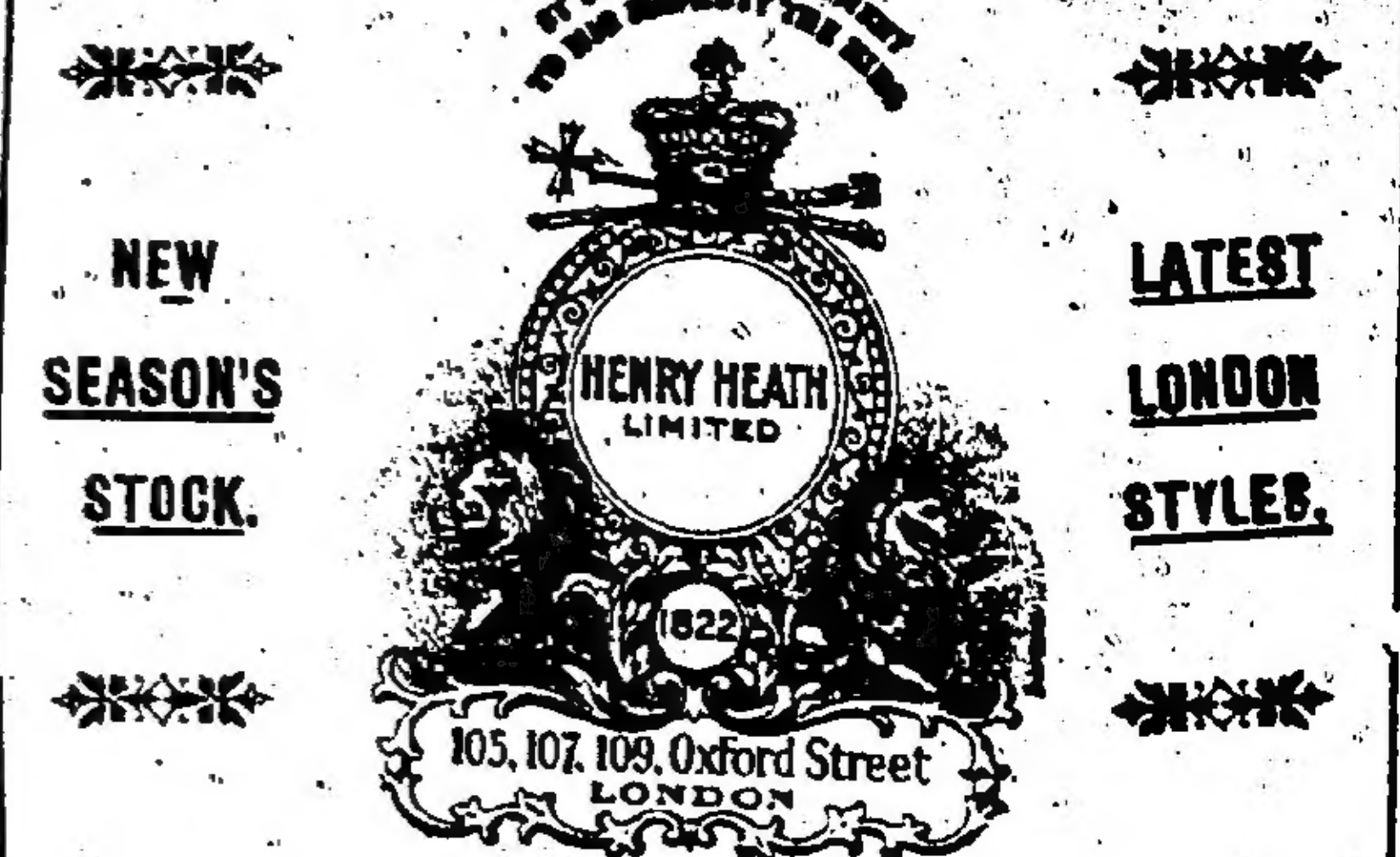
GENERAL POST OFFICE, LONDON,
June, 1916.

Examples of Investment in War Savings Certificates

Purchase Price		Value After									
Pounds	Shillings	1 year	2 years	3 years	4 years	5 years	Pounds	Shillings	Pounds	Shillings	Pounds
£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
387	10	393	15	418	15	443	15	468	15	500	
310		315		335		355		375		400	
232	10	236	5	251	5	266	5	281	5	300	
155		157	10	167	10	177	10	187	10	200	
77	10	78	15	83	15	88	15	93	15	100	
38	15	39	7	41	7	44	7	46	7	50	
15	10	15	15	16	15	17	15	18	15	20	
7	15	7	17	8	7	8	17	9	7	10	
3	17	3	18	4	3	4	8	4	13	5	
3	2	3	3	3	7	3	11	3	15	4	
2	6	2	7	2	10	2	13	2	16	3	
1	11	1	11	1	12	1	15	1	17	2	
	15		15		16		17		18	1	

N.B.—The investment may be any multiple of 15s. 6d. up to £500.

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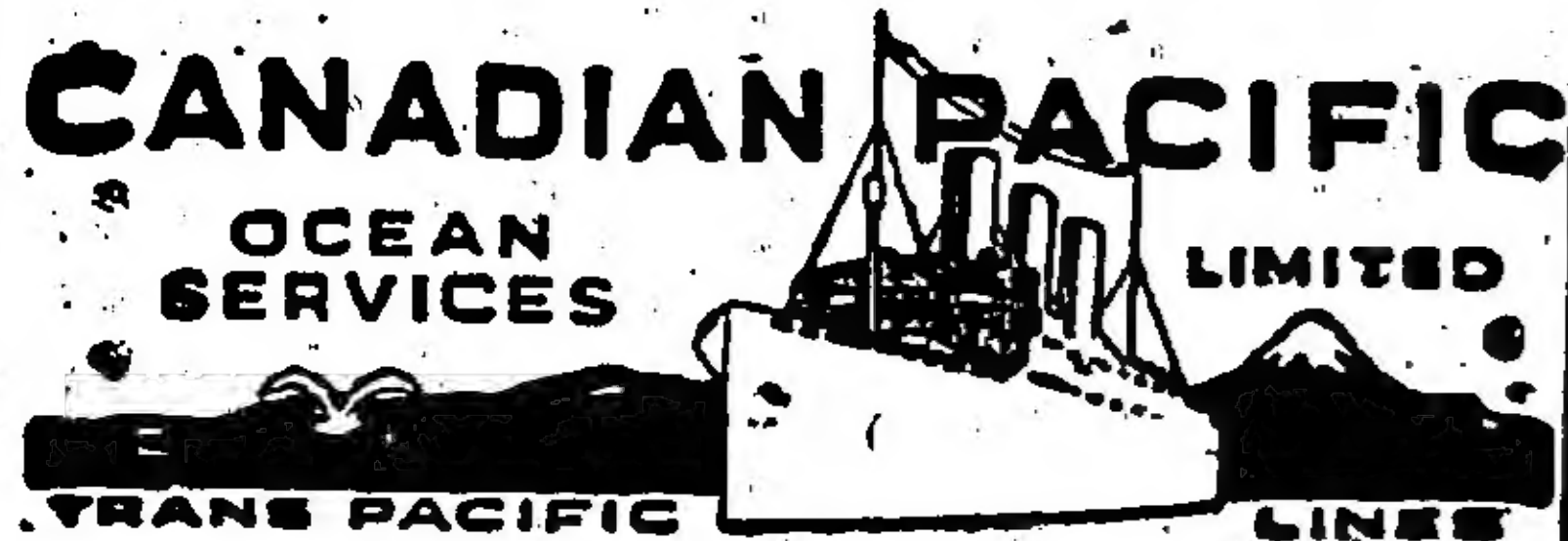
For	Steamers	To Sail On	Remarks
L'DON & Bombay via S'pore, Pang, Obo, Port Said and Marseilles...	NYANZA Capt. J. Gaunt, R.N.R.	noon 17th Nov.	Connecting at Colombo with Mail Steamer MONGOLIA.
SHANGHAI, Moji and Kobe	NANKIN Capt. G. Manley	about 24th Nov.	Direct Service.
LONDON & B'bay via S'pore, Pang, Obo, Port Said & Marseilles...	MALTA Capt. C. H. Cochrane	noon 1st Dec.	Connecting at Colombo with Mail Steamer MALWA.
SHANGHAI, Moji, Kobe and Yokohama	NOVARA Capt. H.R. Hetherington, R.N.R.	about 2nd Dec.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

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P. & O. S. N. Co.'s office,
Hongkong, 10th Nov., 1916.

E. V. D. Farr,
Acting Superintendent.



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16,800 tons Gross Register, Quadruple Screw, Speed 21 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

Empress of Japan 15 Nov. Montevideo 3 Feb.

EMPERESS OF ASIA 30 Nov. EMPRESS OF ASIA 15 Feb.

EMPERESS OF RUSSIA 28 Dec. EMPRESS OF RUSSIA 15 Mar.

Empress of Japan 10 Jan. Empress of Japan 28 Mar.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Montevideo calls Moji instead of Nagasaki.

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Teneffrie.	Kaga Maru Capt. Tozawa T. 12,500 Kamo Maru Capt. R. Shimidzu T. 16,000	THURS., 16th Nov., at noon. THURS., 7th Dec. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya and Yokohama.	Yokohama Maru Capt. Terada T. 12,500 Tamba Maru Capt. Akamatsu T. 12,500	WED., 22nd Nov. at noon. SATUR., 16th Dec., at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane.	Heishin Maru Capt. T. 6,000 Aki Maru Capt. Yoshitawa T. 13,500	SATUR., 11th Nov. at noon. TUES., 14th Nov. at 11 a.m.
CAIROUTTA via S'pore, Penang and Rangoon.	Jinsen Maru Capt. Takahashi T. 8,900	FRIDAY, 17th Nov.
BOMBAY via S'pore, Malacca & Cbo.	Rangoon Maru Capt. Kobayashi T. 8,000	MONDAY, 20th Nov.
SHANGHAI, Moji and Kobe.	Yokohama Maru Capt. Hirata T. 8,000	SUNDAY, 12th Nov.
SHANGHAI, Kobe and Yokohama.	Tosa Maru Capt. Sakamoto T. 10,000	SATURDAY, 18th Nov.
NAGASAKI, Kobe and Yokohama.	Tango Maru Capt. Soyeda T. 13,500	SAT., 11th Nov. at 4 p.m.
SHANGHAI, Kobe and Yokohama.	Kashima Maru Capt. Inazu T. 21,000	THURS., 16th Nov., at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARCO ONLY).

NEW YORK via Shanghai, Kobe, Nagoya, Yokohama, S' Francisco, Panama and Colon.	Kanagawa Maru Capt. Nojiri T. 12,500 Tsushima Maru Capt. Murazumi T. 15,000	WED., 15th Nov. at noon. First half of December.
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TOYO KISEN KAISHA.

SAN FRANCISCO LINE VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Korea Maru	18,000 - 18 knots	29th Nov. at noon.
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.
Shinyo Maru	22,000 - 21 knots	17th Jan. 1917.

Persia Maru 9,000 - 14 knots. 1st class to London G\$348. (27L.10.0), return G\$679. (2122).

to San Francisco G\$250. return G\$437.50.

* Via Manila, Omising Shanghai. * Cargo only. * Proceeding to South America Ports.

* For this voyage the Persia Maru will call at Honolulu.

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FOUR THE WORLD'S TICKETS issued in Connection with all the Principal

Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES, SALINA CRUZ PANAMA, CAJALAO, IQUIQUE and VALPARAISO, THEN ON BY TRANS-ANDREAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

Selyo Maru 14,000 13 knots 11th Nov. at noon.

For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent, KING'S BUILDINGS.

JAVA PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between NETH. INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Karimoon 11th Nov. S.S. Arakan 11th Jan.

Tjikembang 12th Dec. Tjikondari 11th Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN. Managing Agents.

Hongkong, York Buildings.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, YOKOHAMA & HONOLULU.

WEDNESDAY, NOV. 15 AT 1 P.M. & JANUARY 27, 1917.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For GENOA Merionethshire Date of Departure end of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LTD. Agents.

Telephone No. 215, Sub. Ex. No. 10.

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SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Anhui	12th Nov. at 10 a.m.
SHANGHAI	PHOI & H'PHONG	12th Nov. at 10 a.m.
MANILA, CEBU & ILOILO	Teian	14th Nov. at 4 p.m.
SHANGHAI	Luchow	14th Nov. at 4 p.m.
HAIPHONG	Sungkiang	16th Nov. at 10 a.m.
SHANGHAI	Shantung	16th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	21st Nov. at 4 p.m.
TIENSIN	Kueichow	21st Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chinhua," "Luchow," "Yingchow," "Shantung," and "Sinking," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular

schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 35.

Hongkong Nov. 11, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

From	Expected on or about	Will leave on or about	For
Tjibodas	JAVA & MAKASSAR	12th Nov.	20th Nov. KOBE
Tjikini	JAVA	in port	13th Nov. SHANGHAI

* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Building.

Telephone No. 1574.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	12th Nov.	13th Nov. at 11 a.m.
Eastern	2nd Dec.	23rd Dec.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are

lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships: Captain Leaving.

Haiphong... J. W. Evans ... TUES., 14th Nov. at 11 a.m.

Haiphong... A. H. Stewart... FRI., 17th Nov. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas LaPrak & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For Steamship On

S'PORE, Pang & C'outta Kumsang Sat. 11th Nov. at noon.

MANILA Yuensang Sat. 11th Nov. at 3 p.m.

SHAI via S'pore & F'chow Wingsang Sun. 12th Nov. at 10 a.m.

KOBE & Moji Fooksang Tues. 14th Nov. at 10 a.m.

HAIPHONG via H'chow Loksang Tues. 14th Nov. at 7 a.m.

S'PORE, Pang & C'outta Onsang Wed. 15th Nov. at noon.

HAIPHONG Taksang Fri. 17th Nov. at 10 a.m.

SHANGHAI Kwongsang Sat. 18th Nov. at 10 a.m.

SANDAKAN Hingsang Sat. 18th Nov. at 10 a.m.

MANILA Loongsang Sat. 18th Nov. at 3 p.m.

Return Tours to Japan.

The steamers Kumsang, Namsang, Laksang and Fooksang, leave

about every 3 weeks for Shanghai and Japan, returning via Kobe

(Inland Sea) and Moji to Hongkong. Time occupied 20 days.

This service is supplemented by the Yatsing and Kumsang

leaving Hongkong at regular intervals for Yokohama, Kobe and Moji

and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted

throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze

Ports, Choochow, Tientsin, Dairen, Weihaiwei.

* Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD. Agents.

Telephone No. 215.

SHIPPING NEWS.

Saitou-Shanghai Freight Conference.

Appropos of the freight rates between Saitou and Shanghai, compact rates have been established on the basis of those for the S. M. R. Co. and the Dairen Kisen Kaisha vessels. Those who have joined the freight compact are the S. M. R. Co.'s Wharf Office, the Dairen Kisen Kaisha, the O. S. K. Messrs. Jardine Matheson & Co., and Messrs. Butterfield Swire, the stipulated tariff being carried into effect on October 15, says the "Manchuria Daily News." Arrangements about the transfer of the cargoes to and from the Shantung Railway at the Saitou end have been also established.

China-South Seas Line in Project.

The well-to-do Chinese traders in the South Seas, who had been casting about for the profitable investment of their superfluous capital for the benefit of the economical development of their mother country, decided to open first of all a steamship service between China and the South Seas for the exclusive transportation of the Chinese products. They have presented a petition to the Peking Government asking for sanction through Foreign Interference Office Yang-cheng, of Kiangsu Province, in the joint names of Messrs. Cheng-taochi and Chen-tuchen, — Manchuria Daily News.

Singapore Harbour Board Report.

The credit Balance of income and expenditure account is \$1,083,726. Of this \$1,001,315 is interest due to Government and \$82,410 carried forward. The Comparative statement of half yearly gross revenues for the last few years shows—

Wharves Dry Docks Credit Bal.

1913 1,813,132 1,244,723 1,078,479

1,811,832 1,014,322 941,904

1914 1,799,273 1,042,358 967,525

1,487,807 1,009,245 921,069

1915 1,585,955 1,231,081 927,624

1,568,846 1,506,819 1,059,529

1916 1,563,504 1,770,620 1,083,726

The number of vessels using the wharves for the last three

half years was 1,182, 1,182, 1,140,

of tonnage 2,184,363; 2,122,719;

and 2,130,418. Cargo for the last

three half years was 1,184, 530;

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The s.s. "van SPILBERGEN"

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next Sailing from Hongkong: November 25, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:—

York Building, Tel. 1574.

JAVA-CHINA-JAPAN L.I.N.

Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

s.s. "VENEZUELA" December 9.
s.s. "ECUADOR" December 30.
s.s. "COLOMBIA" ...

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. For further information, rates, literature, schedules etc., Apply to:—

ALEXANDRA BUILDINGS,
Charter Road.

Telephone No. 141.

NOTICES.

WELLS FARGO & CO.
EXPRESS.FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.B. MONTEITH WEBB & CO., Representatives.
1a, Charter Road. Phone No. 1500.TAIKOO DOCKYARD,
BUILDERS OF SHIPS, ENGINES,
BOILERSOf all Types and Sizes. Repairers, Salvors,
Forgemasters, Brass and Iron Founders,
Electrical and Mechanical Engineers.

GRAVING DOCK.

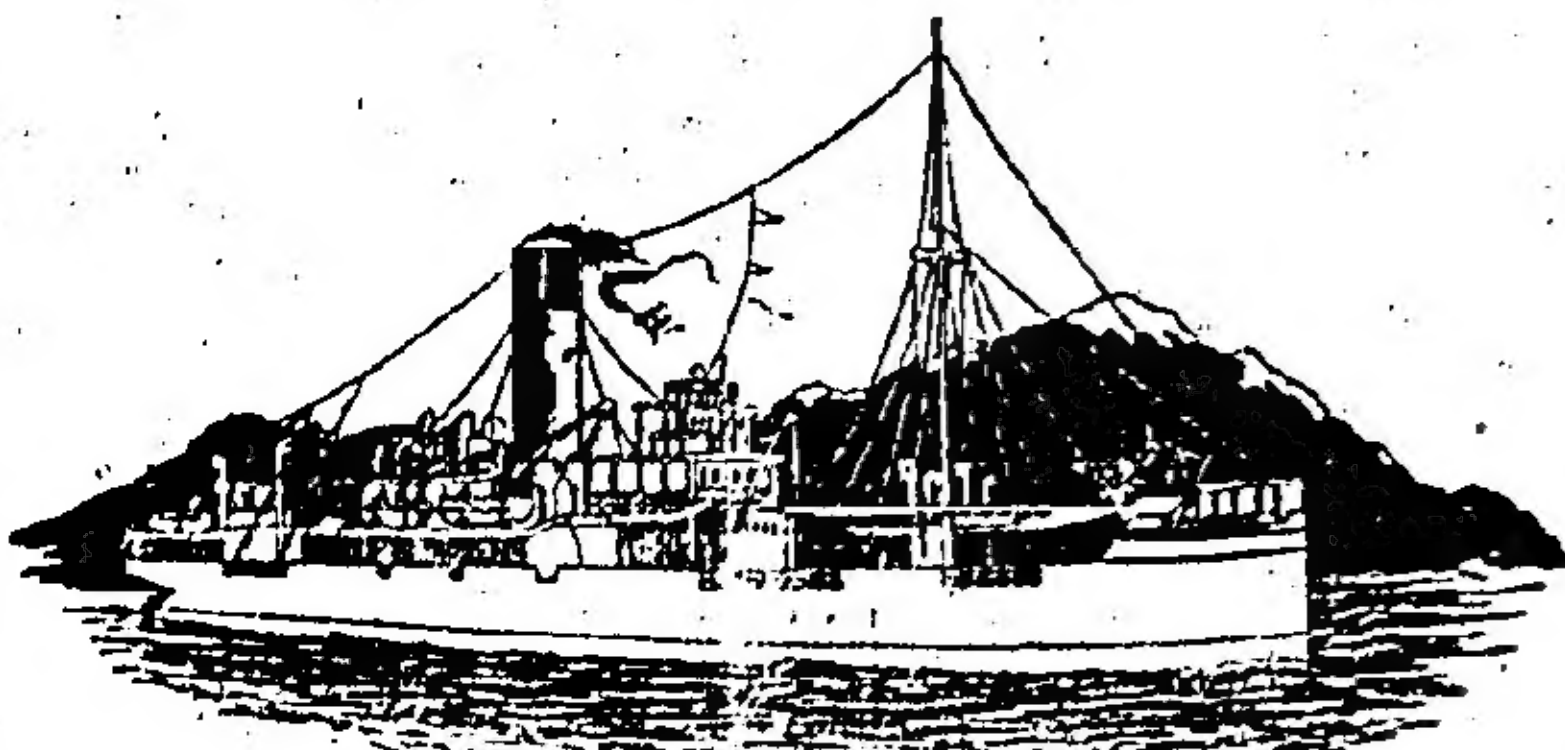
78' x 88' x 34'-6"

PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE
and Electric Welding Systems.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO., LTD.

Mr. ROXBURGH, Manager, THORNYCROFT'S Representative, is at present in Hongkong and may be seen by appointment.

Marine & Road Motors, Light Draft Carriers,
Gunboats, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every description. Motor Pumping Sets, Motor Vehicles, &c.THE TAIKOO DOCKYARD AND
ENGINEERING COMPANY,
OF HONGKONG, LIMITED.
BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN, AGENTS.

Tel. Address "TAIKOO DOCK" Tel. No. 212.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Ports	Pyrrhus	B. & S.	13, Nov.
London via Ports	Nanza	P. & O.	17, Nov.
London via Cape Town	Kaga M.	N. Y. K.	16, Nov.
Liverpool via Ports	Ningchow	B. & S.	22, Nov.
Gibbs	Merahire	J. M. Co.	end Nov.
London via Ports	Malta	P. & O.	1, Dec.
London via Cape Town	Kamo M.	N. Y. K.	7, Dec.
London via Ports	Cyclops	B. & S.	11, Dec.

NEW YORK, SAN FRANCISCO AND CANADA

San Francisco via Japan	Karimoon	J.C.J.L.	11, Nov.
Vancouver via Japan	E. of Japan	C. P. O. S.	15, Nov.
New York via Panama	Kanagawa	N. Y. K.	15, Nov.
San Francisco via Japan	China	C. M. S. S.	15, Nov.
Seattle and Japan	Talhybius	B. & S.	17, Nov.
Victoria B.C. via Japan	Yama M.	N. Y. K.	22, Nov.
San Francisco via Japan	Korea M.	T. K. K.	29, Nov.
Vancouver via Japan	E. of Asia	C. P. O. S.	30, Nov.
Victoria, B.C. & Seattle	Tamba M.	N. Y. K.	16, Dec.

AUSTRALIA.

Australia via Manila	Heishin M.	N. Y. K.	11, Nov.
Australia via Manila	St. Albans	G. L. Co.	12, Nov.
Australia via Manila	Aki M.	N. Y. K.	14, Nov.
Australia via Manila	Eastern	G. L. Co.	23, Dec.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Singapore, Penang and Calcutta	Kumsang	J. M. Co.	11, Nov.
Hoihow, Pakhoi and Haiphong	Kaifong	B. & S.	12, Nov.
Shanghai via Swatow & Foochow	Wingwang	J. M. Co.	12, Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2, Nov.
Shanghai, Moji and Kobe	Yotorofu M.	N. Y. K.	12, Nov.
Shanghai	Anhui	B. & S.	12, Nov.
Shanghai	Tikini	J.C.J.L.	13, Nov.
Shanghai and Japan	Keemun	B. & S.	13, Nov.
Kobe and Moji	Fooksang	J. M. Co.	14, Nov.
Manila	Yuensang	J. M. Co.	14, Nov.
Shanghai	Luchow	B. & S.	14, Nov.
Manila, Cebu and Iloilo	Tea	B. & S.	14, Nov.
Swatow, Amoy and Foochow	Haihong	D. L. Co.	14, Nov.
Haiphong via Hoihow	Loksang	J. M. Co.	14, Nov.
Singapore, Penang and Calcutta	Onsang	J. M. Co.	15, Nov.
Shanghai and Japan	Ningchow	B. & S.	15, Nov.
Shanghai to Yokohama	Kashima M.	N. Y. K.	16, Nov.
Shanghai	Shantung	B. & S.	16, Nov.
Haiphong	Takung	J. M. Co.	17, Nov.
Calcutta via Ports	Jinsen M.	N. Y. K.	17, Nov.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	17, Nov.
Shanghai	Kwongsang	J. M. Co.	18, Nov.
Shanghai, Kobe and Yokohama	Tosa M.	N. Y. K.	18, Nov.
Manila	Loongsang	J. M. Co.	18, Nov.
Sandakan	Hinsang	J. M. Co.	18, Nov.
Kobe	Tibodas	J.C.J.L.	20, Nov.
Bombay via Ports	Rangoon M.	N. Y. K.	20, Nov.
Manila, Cebu and Iloilo	Chinhu	B. & S.	21, Nov.
Shanghai, Moji and Kobe	Nankin	P. & O.	24, Nov.
Calcutta via Ports	Shirala	D. S. & Co.	24, Nov.
Belawan Deli (Sumatra) via S'ow	Van S.	J.C.J.L.	25, Nov.
Shanghai and Japan	Peileus	B. & S.	26, Nov.
Shanghai and Japan	Eurybates	B. & S.	1, Dec.
Shanghai and Japan	Teucer	B. & S.	3, Dec.

CONSIGNEES

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG
& SINGAPORE.

THE Steamship

"KUMSANG,"
having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all goods
are being landed at their risk into
the hazardous and/or extra hazardous
Godowns of the Hongkong
Company, Limited, whence, and
or from the wharves, delivery may
be obtained.Goods not cleared by the 16th
inst. will be subject to rent.All broken, chafed and damaged
packages are to be left in the
Godowns, where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival, otherwise they
will not be recognized.No Fire Insurance will be
effected by us in any case what-
soever.Bills of Lading will be counter-
signed by:—
JARDINE, MATHESON
& Co., Ltd.
General Managers.
Hongkong, 24 November, 1916.

CONSIGNEES

CHINA MAIL S.S. CO., LTD.

From SAN FRANCISCO,
via HONOLULU, JAPAN
PORTS & SHANGHAI.

THE Steamship

"CHINA"
having arrived: Consignees of
cargo are hereby notified to
send in their Bills of Lading for
countersignature and to take
immediate delivery of cargo from
ship's side.Cargo remaining undelivered
on and after the 10th November,
1916, at 5 p.m., will be landed at
Consignee's risk and expense and
delivery must be taken from the
Company's Godown. Storage
charges will be assessed on all
cargo remaining undelivered on
and after WEDNESDAY, No-
vember, 15th, 1916, at 5 p.m.No insurance whatever will be
effected.No claims will be recognized
after the goods have left the
steamer or Godown.All chafed and damaged cargo
will be landed into the Company's
Godown, where they will be
examined on WEDNESDAY,
15th November, at 2.30 p.m.No claims will be recognized if
filed after the 30th November,
1916.
O. H. BITTER
Agent.
Hongkong, November 8, 1916.MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. s.s. VENEZUELA left San
Francisco October 29, and Honolulu
November 3. This vessel is due to arrive
at Hongkong December 2, and will leave
this port for San Francisco via ports on
December 9, at noon.

MERCHANT STEAMERS.

The s.s. SHIRALA sailed from Calcutta
on the 4th inst. and may be expected to
on or about the 21st inst.

VESSELS IN PORT.

Steamers.

Widley, Br. s.s. 4,399, Rother, 4th Sept.—
Vungro Bay, 26th Aug. Gen.—S. L.
Canada, 1st Jap. s.s. 3,347, 5th Sept. 1st
Nov.—Shanghai, 19th Oct. Gen.—
O.S.K.Selyo M. Jap. s.s. 4,771, Kani-take, 2nd
Nov.—Moji, 28th Oct. Gen.—T.K.K.
Shichiku M. Jap. s.s. 2,213, Nara, 2nd
Nov.—Sandakan, 25th Oct. Sugar—
O.S.K.Osanaka, Br. s.s. 1,584, Tonlee, 4th Nov.—
Hongkong, 1st Nov. Gen.—Order.
Empire, Br. s.s. 2,843, Smith, 5th Nov.—
Saigon, 1st Nov. Gen.—Order.Hogwan I. Br. s.s. 2,066, Ego, 6th
Nov.—Amoy, 4th Nov. Gen.—Chinese.
Lotus, Br. s.s. 78, Wah, 8th Nov.—
Manila, 1st Nov. Ballast—Chinese.Hongmoh, Br. s.s. 2,354, Mason, 7th Nov.
Shikappa, 2nd Nov. Gen.—Order.
Yuensang, Br. s.s. 1,128, Meusey, 7th
Nov.—Manila, 4th Nov. Gen.—J. M.
& Co.Anakusa M. Jap. s.s. 1,370, Konishi, 8th
Nov.—Swatow, 7th Nov. Gen.—
O.S.K.China, Amer. s.s. 3,186, Dobson, 8th Nov.—
San Francisco, Gen.—C. M. S. S. Co.
Foshing, Br. s.s. 1,423, Hay, 8th Nov.—
Proboling, 27th Oct. Sugar—J. M.
& Co.Kaifong, Br. s.s. 985, Evans, 8th Nov.—
Haiphong, 6th Nov. Gen.—B. & S.
Lok-wang, Br. s.s. 978, Ritchie, 8th Nov.—
Hoihow, 7th Nov. Gen.—J. M. & Co.Taiwan M. Jap. s.s. 1,145, Hanb. yath, 8th
Nov.—Bangkok, 1st Nov. Gen.—
Chinese.Tathei M. Jap. s.s. 2,101, Horuchi, 8th
Nov.—Dairen, 30th Oct. Coal—
M. B. K. G.Yungshin, Chi. s.s. 899, Jones, 8th Nov.—
Saigon, 4th Nov. Gen.—Chinese.
Chofo M. Jap. s.s. 934, Takahashi, 9th
Nov.—Bangkok, 1st Nov. Gen.—
Fooksang, Br. s.s. 1,987, Mitchell, 9th
Nov.—Singapore, 3rd Nov. Gen.—
J. M. & Co.Kyodo M. No. 13, Jap. s.s. 2,001, Fuku-
shima, 9th Nov.—Bangkok, 1st Nov.—
Rice—M. B. K.New Sweden, Swed. s.s. 3,386, Reiström,
9th Nov.—Guthenburg, 5th Aug.
Gen.—Swedish Trading Co.St. Albans, Br. s.s. 2,338, Picher, 9th Nov.—
Moji, 5th Nov. Gen.—G. L. & Co.Ajur, Br. s.s. 4,477, McHitchon, 10th
Nov.—Japan, 6th Nov. Gen.—B. & S.
Chefoo, Chi. s.s. 690, Thomson, 10th Nov.—
Saigon, 23rd Oct. Rice—Chinese.Karimoon, Dut. s.s. 4,461, Plugge, 11th
Nov.—Manila, 7th Nov. Gen.—
J. C. J. L.Nashiro M. Jap. s.s. Yesida, 10th Nov.—
Moji, 4th Nov. Coal—M. B. K.

TIDE TABLE.

From 6th Nov. to 12th Nov., 1916.

Day	High Water	Low Water	High Water	Low Water
Nov.	6	7	8	9
Mon.	5.15	1.15	6.15	2.15
Tue.	5.25	1.25	6.25	2.25
Wed.	5.35	1.35	6.35	2.35
Thur.	5.45	1.45	6.45	2.45
Fri.	5.55	1.55	6.55	2.55
Sat.	6.05	2.05	7.05	3.05
Sun.	6.15	2.15	7.15	3.15

m morning. a afternoon.

VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
J.C.J.L.	Tibodas	9,074	Nov. 12	Java
B. & S.	Keemun	10,224	Nov. 12	Singapore
B. & S.	Talhybius	9,321	Nov. 13	Manila
B. & S.	Ningchow		Nov. 14	Liverpool
P. & O.	Nanza		Nov. 16	Kobe
P. & O.	Nankin		Nov. 11	London
D. S. Co.	Shirala		Nov. 21	Calcutta
B. & S.	Peileus	7,441	Nov. 25	Liverpool
P. & O.	Malta		Nov. 30	Kobe
B. & S.	Eurybates	5,559	Nov. 30	Liverpool
P. & O.	Novara		Dec. 2	Bombay
G. L. & Co.	Eastern		Dec. 2	Australia
B. & S.	Teucer	9,045	Dec. 2	Liverpool
P. M. S. S.	Venezuela		Dec. 2	San Francisco
B. & S.	Protestaus	9,547	Dec. 7	Seattle
P. & O.	Comali		Dec. 17	London
B. & S.	Protestaus	9,547	Dec. 17	Manila
P. & O.	Nankin		Dec. 14	Kobe
P. & O.	Novara		Dec. 28	Kobe

NOTICE.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all
parts of the commercial world.BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

NOTICE.

KOWLOON-CANTON
RAILWAY.

(British Section).

NOTICE.

ALTERATION of the timing
of the last Up Local Train from
Kowloon and the last Down
Local from Shum Chun to
Kowloon.THE PUBLIC IS HEREBY
notified that on and from
SATURDAY November 11th,
1916, and on each succeeding
SATURDAY and SUNDAY and
also on Public Holidays the last
Up Local Train will leave Kow-
loon at 4.20 p.m., instead of
5.18 p.m., stopping at all Stations
to Shum Chun, and the last Down
Local will leave Shum Chun at
6 p.m., instead of 6.25 p.m., call-
ing at Sheung Shui 6.07 p.m.,
Fanling 6.09 p.m., Tai Po Mar. et
6.16 p.m., and Tai Po 6.18 p.m.,
and arriving Kowloon 6.44 p.m.
By Order,
H. P. WINSLOW,
Manager.

Kowloon, November 8th, 1916.

For the best Meals, Refresh-
ments, Bread, Cakes and Con-
fectionery at before-the-war
prices. ALEXANDRA CAFE.

NOTICE.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER
AND SOY MANUFACTURERS.

Factory at Yuenai

OFFICE: No. 35, Des Voeux Road, W.

Telephone No. 177 & K. 11.

We are the leading Manufacturers in
this class of Goods. Our Fruit &
Jingars are all fresh and of the first pick.
Our Syrup is prepared from the best
quality of sugar. We give our special
attention to the business and sanitary
arrangements.

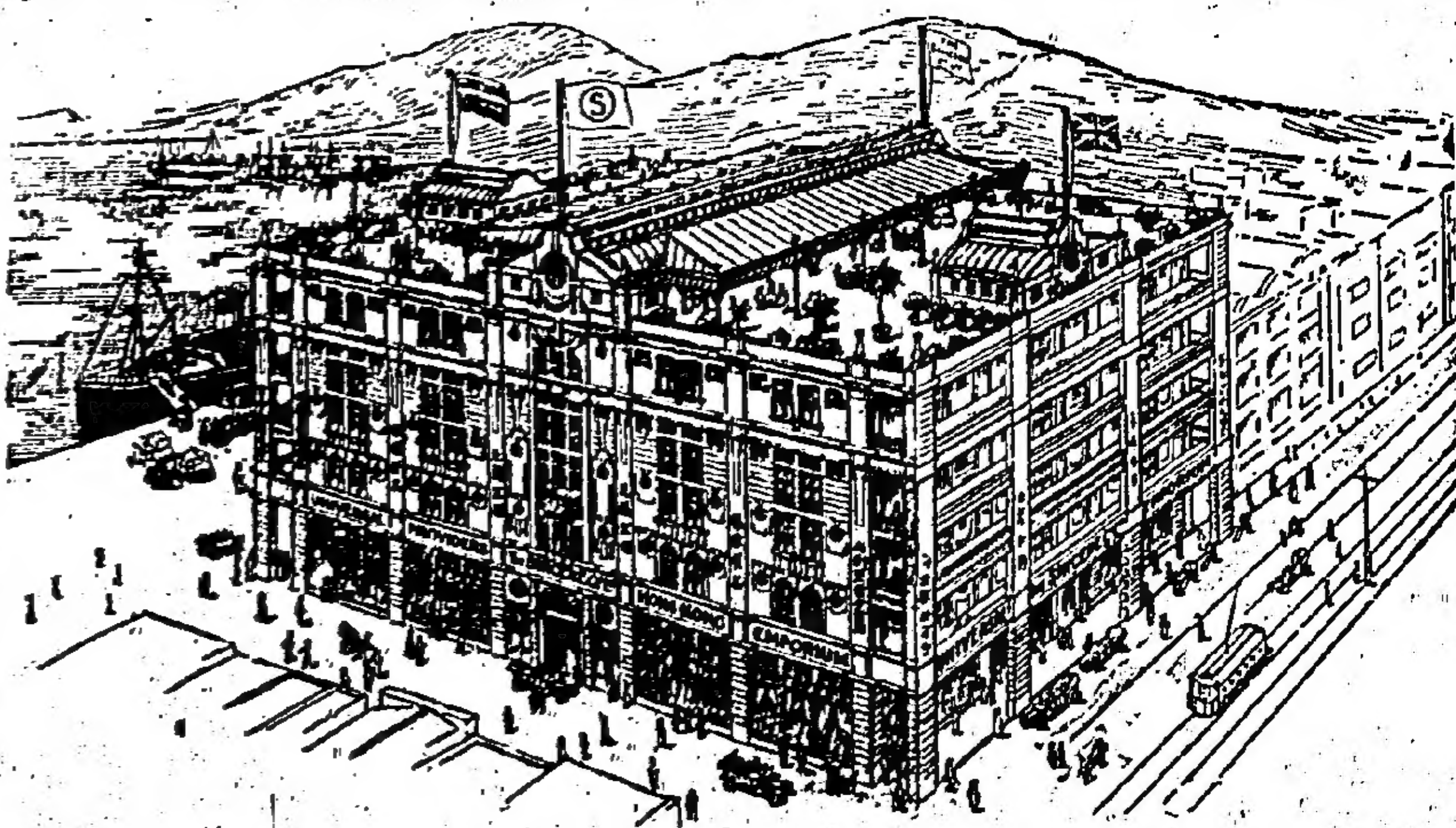
TO SAIL

GLEN LINE
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For Genoa & London.

THE Steamship

"GLENIFFER"

13,175 Tons D. W.

will be despatched for the above
ports about second half of Decem-
ber, 1916.For freight, passage and further
information, apply to
SHEWAN TOMES & CO.
Agents.THE ALEXANDRA CAFE
cannot be beaten, if Equalled
for Bread, Cakes, Confectionery
and meals with Wines & Liquors.THE SINCERE CO., LTD.
UNIVERSAL PROVIDERS.

THE LARGEST MODERN DEPARTMENT STORE IN THE EAST.

AIRIEST, CLEANEST AND COOLEST IN EVERY RESPECT.

WITH ELEVATORS TO EVERY FLOOR.

REPRESENTED BY THE HONGKONG & SHANGHAI BANKING CO., LTD. TEL. 1007 AND 1008.

TELEGRAMS.

(Continued from page 1.)

RUMANIAN PROGRESS IN THE DOBRUDJA.

[Reuter's Service to The "Telegraph."]

November 10, 2.10 p.m.

A Rumanian communique reports:—An enemy attack in the direction of Mount Muncelul, north of Goicasa Valley, Trosus, was repulsed.

Fighting is proceeding at Tablaturzi, Bratocsa, Predelus and Prabhova Valley.

An enemy attack in the Drogoslawe region was repulsed.

Enemy artillery has been most active all along the Danube.

The Rumanians re-occupied Hirsova, a town in the Dobrudja, assisted by the Danube flotilla.

The enemy before evacuating fired the town.

NOBEL PRIZES FOR LITERATURE.

November 10, 5.40 p.m.

Reuter's correspondent at Stockholm states that the Nobel prize for literature for 1915 has been awarded to the French novelist Romain Rolland, and for 1916 to the Swedish poet Heidenstam.

GERMAN STRATEGIC PLANS.

Possibility of Retreat to the Rhine.

Petrograd, Sept. 25.—There has been a good deal of discussion as to Hindenburg's new strategic plans. It is said that he attaches for the present more importance to the Eastern than to the Western front, and that he is even prepared to retire to the Rhine, if necessary, rather than permit a further Russian advance and a defeat in the Balkans, which would mean the loss to the German Alliance of Bulgaria and Turkey.

This may or may not be true, but as far as the Russian front is concerned, the exact nature of Hindenburg's plan can only be gradually pieced together from those new facts in the disposition of the armies of the Central Powers, which have now begun to emerge with greater distinctness.

It is obvious that Hindenburg is making an intense and deliberate effort to stay General Brusiloff's advance. His new power enables him to take direct advantage of his own personal and intimate experience of the Russian front, and its strong hand is seen in the measures that now being taken to brace up the tottering Austrian army.

Austria's German Rule.

Generally speaking, these measures amount to a final destruction of Austrian military independence, and consist in the forcible injection into the Austrian organism of German method and staying power. This operation is being carried out mercilessly. Captive Austrian officers say that their people writhes under it, but the military effect is certainly to increase General Brusiloff's temporary difficulties, though the net result, for the Central Powers, will be simply to prolong the agony, without any prospect of averting final defeat.

German reinforcements have been brought up, in part apparently from the Western front, to the number, it is sometimes said, of 20 divisions, and have been distributed, with great discrimination, along the whole of the front, which has been extended and made more menacing by the entry of Rumania.

Fortifications have been strengthened at the points chiefly threatened, and here and there, where the available number of sternly drilled German soldiers is insufficient as a stop-gap, they are supplemented by brave and devoted Turks. When the Russian storm approached the Carpathians, the enemy hastily reorganised his defences amid the threatening heights and defiles of the mountain barrier.

After two months of the Russian advance had shown the multifarious possibilities of General Brusiloff's strategy the German generals made heroic efforts to discount beforehand the fertility of Russian invention, and above all, to prevent any further possibility of those fatal outflanking movements. All this has meant a hardening of the enemy's front against General Brusiloff's armies, and consequently delay in their advance.

SANITARY BOARD.

The orders of the day for Tuesday's meeting of the Sanitary Board include:—

Minute by the President of the Sanitary Board relative to the poultry licences in Li Sing and Ko Shing Streets.

Correspondence relative to latrine accommodation at the junction of Castle and Robinson Roads.

Application for permission to erect one water closet and one urinal at St. George's Building, Marine Lot No. 286.

Application for an offensive trade licence at a certain house on New Kowloon, Inland Lot No. 28.

Plans for the proposed trough-closet at junction of Peak and Robinson Roads and for the proposed urinal at junction of Garden and Robinson Roads.

VOLUNTEER RESERVE ORDERS.

Order No. 89, issued to-day by Major Wakeman, Commanding H.K.V.R., states:—

Correction.—"B" Coy recruits Part I Practices 3 and 4 at Blake Pier at 3.30 p.m. Dress: Drill order.

Thursday, 16th instant:—"B" Coy recruits Part I Practices 5 and 6 at Blake Pier at 3.30 p.m. Dress: Drill order.

Friday, 17th instant:—"B" Coy Trained Men Part II Standard Test and recruits Part I at Blake Pier at 3.30 p.m. Dress: Drill order.

German Attacks Repulsed.

The Germans have made incessant counter-attacks in force, particularly in the Vladimir-Volynski direction and at Holicz, and with the greatest energy in the region west of Luck. These attacks have been repulsed, and to-day I have news that an Austrian counter-attack on the Upper Sereth, near Zloczov, south-east of Lemberg, resulted in a Russian regiment piercing the enemy's line, capturing a village, and taking 1,500 prisoners.

The only part of the front where the Russians are at present making steady progress is the wooded Carpathians, where General Letchitsky's troops are engaged in the laborious process of dislodging the enemy from one height after another. The process is complicated by the fact that snow has begun to fall in the mountains.

Meanwhile General Brusiloff's stubborn onset prevents the detachment of a large number of enemy troops to the Rumanian front and immensely strengthens the hands of our Allies in the Dobruja and Transylvania.

The important announcement made that the Minister of Ways and Communications, Mr. Trepoff, will shortly leave on a visit to the Murman coast or Kola region on the Arctic Ocean, north-west of Archangel, and will be accompanied, not only by a large staff of officers, but by Mr. Shingareff and Mr. Dobrovolsky, members of the Duma. It is stated that this visit is to be of a final and decisive character.—Harold Williams in the Daily Chronicle.

ST. JOHN AMBULANCE BRIGADE.

Hongkong and China District.

Orders for week ending November 18, issued by Mr. E. Ralph, state:—

Y.M.C.A. Division.

Members will parade as below:—Tuesday, 8.30 p.m. Signalling and Company drill. Wednesday, 8 p.m. First Aid lecture. Thursday, 8.30 p.m. signalling and Company drill. Saturday, 2.30 p.m. Company drill.

Sallying Division.

Recruits will parade on Monday, Tuesday, Thursday and Friday at 4 p.m. for Company drill, and on Tuesday and Friday at 8.15 p.m. for First Aid lectures.

Trained Members will parade as below:—Sunday, 2 p.m. route march. Wednesday, 2.30 p.m., stretcher drill and signalling. Friday, 6.16 p.m. First Aid lecture. Saturday, 2.30 p.m., Company drill. Uniform: Drill order.

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

Nov.	Tons	103
1	102	
2	112	
3	115	
4	107	
5	121	
6	129	
7	108	
8	108	
9	107	
10	112	

Total to 10th inst. 1,112

Daily average 111.20

DUMPING A CHILD'S BODY.

A Woman Heavily Fined.

Before Mr. J. R. Wood, at the Police Court this morning, a Chinese woman was charged with being concerned in dumping the dead body of a child on some waste ground at Hungghom. The case was reported yesterday, it being discovered that the child had died from small pox.

Mr. Dennis appeared for the woman, who is alleged to have given the body to a man to dump.

An Indian stated that he saw a man leave the parcel on the waste ground at Hungghom and, thinking there was something suspicious, he took him back to the parcel and asked him to open it and show him what it was. The man did so and it was then seen that the parcel contained the dead body of a female child wrapped first in rags and then in a gunny bag. Witness took the man and the body to the Police Station. The man stated that a woman had given it to him.

Inspector Brown said it was obvious when he saw the body at the Police Station that death had taken place from small pox.

A Chinese detective stated that he went to the house of the defendant and asked who had given the body of the child to the man to dump. She replied that she had. She did not report the matter to the police because it was too early in the morning, and she was afraid to go out. Witness took her to the Police Station and they there saw the body of the child.

Dr. Smalley, Assistant Medical Officer of Health, said the last witness identified the body, as that of a young female child aged about two years. The cause of death was small pox of a very severe type. It was of an extraordinary severe type and was very infectious. Witness did not think the child had been dead 24 hours. The symptoms must have been observable for two or three days, especially to a Chinese.

Mr. Dennis:—I don't know the symptoms. I don't know whether you do, your Worship? To me it seems a very sweeping statement.

Dr. Smalley:—I said Chinese. We are always trying to stop this dumping of bodies of children suffering from infectious diseases. In a statement, the woman said that deceased was her daughter and she died at nine o'clock the previous night. She gave the man \$3 to take the body to the public dispensary.

A dispensary clerk said dead bodies were taken to the mortuary at night, but this did not happen often.

Mr. Dennis said the woman seemed to have done the best thing. It seemed to be the usual custom, and she had sent it through the usual channel. It had not been shown that the woman was guilty of negligence. The woman, as regarded the notification of an infectious disease, did not seem to have been aware that the child was suffering from such a disease.

Dr. Smalley at this stage rose and looked at the woman searchingly.

His Worship:—Is there something suspicious—are there signs of the disease on her?

Dr. Smalley:—I will have a look at her later.

For being concerned in the dumping of the body, a fine of \$200 was imposed and for not notifying the disease a further fine of \$50 was imposed.

HARBOUR ITEMS.

The s.s. Lachow arrived from Shanghai to-day with the Siberian mails. She reports a strong monsoon and high seas.

The Shimei Maru has brought into port a cargo of coal from Wakamatsu.

The Empress of Japan arrived in port this morning with a general cargo, having left Vancouver on October 19.

Residents' Return.

Among the passengers who returned to the Colony to-day by the Empress of Japan were Mr. and Mrs. J. Scott Harston, Mr. C. D. Wilkinson and Miss Wilkinson, Mr. E. W. Bird, Mr. and Mrs. A. E. Paine, and Mr. H. M. Beasly.

ARMY AND IRELAND.

Sir E. Carson's Views.

"Yes, the question of manpower in the war, and particularly with regard to Ireland, is one of vital importance to this country at the present juncture, and one in which I, as an Irishman, take the deepest possible interest."

Such was the emphatic declaration of the Right Hon. Sir Edward Carson, K.C., M.P., to a representative of the Daily Telegraph yesterday.

"My special interest in Irish recruiting," Sir Edward Carson continued, "apart from the necessity which I feel for making every possible sacrifice to win the war, arises from the admiration which I naturally entertain for the gallant men in the field of the Irish Divisions. Everybody admits that they have won glory for themselves and for their country."

Reminded that the public were anxious to learn his opinions on the subject, Sir Edward Carson proceeded to say, "It is to me, as an Irishman, a great grief to know that through the slackness of recruiting in Ireland the Irish Divisions are likely to be either wiped out or merged into something in which they will not be recognisable as those who once won us so much honour."

"Every life lost, every sacrifice made, every honour won by these men in the trenches, is the most eloquent appeal that can be addressed to their fellow-countrymen to come out and take up the work which they have so well begun. And yet this solemn voice from the trench remains unanswered and unheeded!"

"That, I take it, Sir Edward, is your first reason for being dissatisfied?"

"Yes," Sir Edward Carson replied, "but there is a second reason which equally appeals to me as an Irishman. That is that when the day of final victory comes, as it certainly will, I feel ashamed to think that this country and the Overseas Dominions may be able to point to Irishmen and say, 'You come from the country that did less than any of the King's Dominions in the day of the Empire's greatest struggle for freedom and liberty to help best those who wished to impose their infernal system upon the world.'"

"I have also to think," continued Sir Edward, "that there should be people in this country saying, when they hear of the loss of beloved husbands, sons, or brothers, 'Is it fair that these men should have been put in the post of danger while our fellow-citizens in Ireland refuse to submit to similar sacrifices? I am greatly afraid that this feeling will grow more and more, as we must anticipate grave losses at the front and consequent sufferings at home as the war is being pushed to its final conclusion. I am not for a moment saying anything about conscription in Ireland. I am told by some that it would be resisted, and by others that any resistance would be very small. I am not, therefore, in a position to judge."

Conscription in Ireland.

"But it is not possible to leave the question where it stands at present. I think that those in Ireland who are responsible leaders of the people ought to have the case put to them by the Government as to what alternative they suggest. I am perfectly certain that no favours from public funds ought to be extended to those who stay at home in preference to those who are willing to fight. I have no doubt that many who have differed in politics in Ireland are asking themselves the very question which I am asking myself."

"What is that question?"

"The question which I am asking myself is 'How can we remedy the disastrous consequences of not keeping up the supply of men for our divisions at the front?' Certainly those who oppose conscription take upon themselves a serious responsibility for the future good of the country, unless they can supply an alternative scheme. Nobody likes conscription, but where it becomes a necessity no really patriotic man can say 'I prefer dishonour for my country rather than submit to the only measure—it is the only measure—by which honour can be saved.'"

Although the following methods that the author describes are entirely different, and without

BOXING.

The Next H.K.P.R. Event.

Sapper White, of the Royal Engineers, challenges Private Thomas, of the K.S.L.I., to a six-round contest under the auspices of the Hongkong Police Reserve at its next boxing tournament, which is to be held on December 2.

We understand that efforts are being made for a return match between Sapper Richards and Seaman Manning, to take place on the same occasion.

doubt for certain classes of work produce far superior results to any that can be obtained on the blacksmith's forge, electric welding is not expected to replace blacksmith welding; on the contrary, the electric process has a distinct field of its own, and, as will be pointed out later, many ramifications of welding can be successfully carried out which the modern blacksmith could not accomplish by any means.

There are two main methods of applying electricity for welding purposes, viz. by internal resistance and by an electric arc, and each method is used in a number of ways and different classes of work.

The ramifications of these two main methods may be tabulated thus:—

1. The La Grange-Hoho process, resistance being formed in an electrolyte.

2. The Zener electric blow-pipe method.

3. The Thomson process, sometimes called the incandescent process or the contact process, as in the Thomson-Houston, Halsby, and Reiner methods. Under this heading come:—Butt welding, spot welding, seam welding, and angle welding.

4. The electric arc process, such as the Bernardos system, the Slavianoff system, and their variants.

Although these several methods will be described, the author in considering results will devote himself mainly to those of which he has the most experience.

Electric resistance welding differs radically from all the other systems in that it forces through the metals to be welded a current far in excess of their normal carrying capacity, and as the point of highest resistance is the joint between the parts to be welded, the maximum amount of heat is generated at the very point where it is required. When the proper heat has been obtained the surfaces to be joined are pressed together so as to produce a perfect weld.

The apparatus necessary for resistance welding comprises:—

1. A source of alternating current.

2. A step-down transformer (an integral part of the welder).

3. Apparatus for regulating the current and for automatically shutting off the current as soon as the welding heat is attained.

4. Clamps for holding the parts to be welded and to transmit the current to them.

The latter three items are usually embodied in the welding machine as one unit.

This method of welding affords a number of decided advantages. Among the most important are the following:—

1. The metal heats from inside. When, therefore, the operator sees that the outer surfaces are at the desired heat, he can be perfectly certain that the metal is at the proper temperature throughout.

2. There are no gases of combustion and no oxidation, hence these causes of faulty welding are eliminated.

3. The metal becomes one homogeneous mass, free from porosity.

4. The work is easy, rapid, and efficient; the temperature can be under proper control; perfect supervision of the work is possible, and hence repeat work can be of uniform quality.

5. The clamps hold the work in accurate alignment, and furnish pressure for efficiently squeezing the hot metal.

All these advantages lead to economy in time, in labour, and in material.

ELECTRIC WELDING.

Modern Methods.

Mr. H. S. Marquand writes in the Journal of Commerce:—

It is a far cry from the primitive smith's forge to some modern methods of welding where a machine-made weld takes the place of the old fire weld. In the blacksmith's method the parts to be dealt with are placed in a coke fire, and by means of an air blast, produced by apparatus varying from the prehistoric bellows to the latest high-speed motor-driven blower, the metals are brought to a welding heat, when a union between the parts can be effected by bringing them together under great pressure or by closing the joint with machine or hand hammering.

This process of welding metals, although still widely practised, is known to suffer from various disadvantages.

The point at which a welding temperature is reached varies greatly. Impurities too often find their way into the joint. The weld itself is sometimes not homogeneous throughout, and a defect is easily hidden; hence considerable knowledge of the peculiar characteristics of the various metals and great skill are necessary with this method of welding.

Although the following methods that the author describes are entirely different, and without

MARKET
QUOTATIONS.

Up to the Minute.

1 p.m.	
Banks.	a. \$ 750.00.
Canton.	a. \$ 405.00.
Dongkass.	a. \$ 125.00.
Indes (Def.)	a. \$ 135.00.
Star Farries.	a. \$ 33.00.
China Sogara.	b. \$ 138.00.
Malacca Sogara.	b. \$ 39.50.
K'look Docks.	a. \$ 132.50.
Shai Cottons.	a. T. 120.00.
Yangtsepoos.	a. T. 6.25.
Cements.	b. \$ 10.85.
H.K. Electric.	a. \$ 54.50.
H.K. Tramways.	b. \$ 7.10.

BANKRUPTCY
OF SANDOW, LTD.

Let Down by Corset Department.

At Bankruptcy Buildings, London, recently, the creditors met under the compulsory liquidation of Sandow (Ltd.), and were presented with a statement of affairs showing liabilities of £20,388, of which £15,315 were expected to rank, and net assets £3,182, with a total deficiency of £27,857 with regard to the shareholders.

Mr. H. E. Burgess, Official Receiver, presiding, said that the bank, as holding the Debenture, appointed Mr. O. W. Milne, receiver, and that gentleman had since been in possession and carrying on the business. He was at present unable to say whether the realisation of the assets would yield any surplus for the unsecured creditors. Negotiations were, however, on foot which might result in a definite offer being made for the business.

The chairman said that the company was formed in 1898 to take over from Mr. Sandow the benefit of his School of Physical Culture, and he had acted as its managing director throughout.

The company had to some extent been financed by Mrs. Sandow, and the results of its business had varied considerably. Broadly speaking, until 1907 a loss was shown, but in 1907 there was a profit of £7,300, which was more than doubled in the following year.

In 1910 the corset department was added. The company had its own ideas on corsets. These they had manufactured for them to sell to the public, and although the first year's trading in this department disclosed a loss of £1,800, the profit on the training institute amounted to £27,400, which was in reality the best year the company ever had.

In the following year the corset and the training department each earned a profit of £8,000, but the corset department afterwards let the company down.

It was said that owing to the fact that supplies did not come in from the manufacturers the company was unable to execute orders, and he (the chairman) believed that to some extent the directors attributed the liquidation to the failure of the corset department.

During the years 1909-11 inclusive Mr. Sandow received some £10,000 per annum by way of dividend on his shares. Then the company had also been interested in the cocoa business, the Sandow Cacao and Chocolate Company being formed to work the benefit of an option which Sandow (Ltd.) had acquired from a German house connected with cocoa. Sandow (Ltd.) appeared to have sustained a loss of £30,000 in connection with the venture.

It was decided to leave the liquidation in the Official Receiver's hands.

Wounded.
Captain F. B. Hinchcock, R.G.A. formerly stationed in Hongkong was recently wounded.

THE CHINA BUSINESS.

Opportunities in Hongkong and China.

According to a recent report by the United States Commercial Attache, John Arnold, the motion-picture business in China is practically confined to the treaty ports and more especially to the large commercial centres such as Shanghai, Tientsin, and Hongkong. It has developed almost exclusively in the higher-priced theatres charging from 50 to 0.75 a seat. In Shanghai there are probably six such motion picture houses, while Tientsin and Peking have smaller numbers. Many Chinese frequent these theatres, and special inducements are offered at Sunday exhibitions by reductions in prices.

The films displayed in these houses prior to 1914 were almost entirely of French manufacture and furnished by French films. Subsequent to the outbreak of war several American film companies succeeded in breaking a demand for their films among the picture theatres in the Orient. So far as the foreign populations in China are concerned, and this may be interpreted also to include a certain number of the wealthy Chinese, there is probably not much opportunity for increased business.

It is believed that there is an excellent opportunity to work up a motion-picture business for the Chinese population. In order to do this, prices of admission would have to be very low. The Chinese people are great theatre-goers and are extremely fond of theatricals. The native playhouses are money-making institutions, and the Chinese sit for hours enjoying the native melodramatic productions. Their theatres are on the order of cafes, tables being provided and tea and Chinese delicacies served. The price of admission is nominal; in fact, many charge no fee for admission, but depend entirely on the profits from the sale of drinks and food products.

It is evident that the motion picture is especially adapted to Chinese audiences, as many of the plays have the character of pantomimes. They also have a species of crude motion picture which was introduced centuries ago and might be called a transparency. Chinese figures are painted on an oiled transparent silk and manipulated behind a screen in such a way as to produce a motion-picture effect. These are on a miniature basis. They are very popular, and are used universally throughout China.

The Chinese are essentially an agricultural people, and live in villages rather than in cities, although there are some large cities. The largest cities are provided with buildings erected for theatrical purposes. They have not developed the idea of scenery for use on their stages, so that the Chinese actor may often be seen standing on a chair frantically grasping at some imaginary object, which the audience has been taught to understand indicates the scaling of a precipitous mountain. Armies are depicted by a single file of soldiers walking in one door and out another. The dress of the Chinese actors is very spectacular, and in a way makes up for the lack of scenery and other decorative features on their stages. They are very fond of melodrama, applaud their heroes, and rejoice in seeing the villain get his just deserts.

There is a big field in China for the development of native films, and it is along this line that the greatest opportunity undoubtedly exists for film producers. A few foreign films will always find a place in the Chinese motion-picture show, but I do not believe that the Chinese public would continually patronize these theatres if they exhibited foreign films only. In fact, I would recommend that about two-thirds of the performance be given to native films, and one-third to foreign productions. At present a few Chinese films are displaying motion-picture films, but generally speaking, the films are badly done, the machines poor, and the exhibitions unattractive. If the business of producing native films is taken up seriously, the Chinese public may be given good pleasure by good motion pictures.

HONGKONG TELEGRAPH.

EXTRA.

HONGKONG, SATURDAY, NOVEMBER 11, 1916.

TELEGRAMS.

ITALIANS STRAIGHTEN THEIR LINE.

[Reuter's Service to The "Telegraph."]

November 10, 7.15 p.m.

An Italian communique says:—We advanced and straightened out our line on the northern sector of the Carso plateau. We took thirty prisoners.

BRITISH AIR RAID ON ENEMY HARBOURS.

November 10, 10.30 p.m.

An Admiralty message states that our naval aeroplanes carried out an attack in the early morning on the harbours and submarine shelters of Ostend and Zeebrugge, dropping a great weight of bombs with satisfactory results.

HONGKONG MAILS LOST.

The Sinking of the Arabia.

For the information of the public, the postal authorities notify us that all the mails from the Far East for Europe which were despatched from Hongkong by the P. and O. steamship Sardinia on the 6th ultimo and transferred to the same Company's steamship Arabia at Colombo were lost in the sinking of the latter vessel in the Mediterranean. These mails included the following:—

Parcels.
20 baskets from Hongkong (16) and the Agencies (4) to London.

Ordinary Mail.
Newspapers, samples etc., and correspondence superscribed "via Suez":—

7 bags from Manila to Europe
1 bag from Canton, French Post Office to Paris
1 bag from Amoy, French Post Office to Paris
3 bags from Hongkong to Paris
1 bag from Macao to Lisbon
1 bag from Hongkong to Brindisi
1 bag from Hongkong to Geneva
1 bag from Hongkong to Amsterdam
20 bags from Hongkong to London
36 bags

WEATHER REPORT.

On the 11th at 11.25—No returns from Japanese stations.

Pressure has decreased moderately over N.E. China, and slightly over the Philippines, and has increased slightly over Indo-China. It is nearly stationary elsewhere.

Strong monsoon is indicated along the south-east coast of China, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 79.73 inches, against an average of 81.15 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap Rock	N. winds, moderate to strong; fine.
2 Formosa Channel	N. winds, strong.
3 South coast of China to Hainan	The same as No. 1.
4 South coast of China to Hainan	The same as No. 1.

T. F. CLAXTON, Director.
Hongkong Observatory, Nov. 11, 1916.

METEOROLOGICAL.

Previous	Day	On date	On date
	at 5 p.m.	at 6 a.m.	at 5 p.m.
Barometer	30.13	30.15	30.10
Temperature	68	58	68
Humidity	42	46	41
Wind Direction	NE	NE	ENE
Force	3	3	3
Weather	b	b	b
Rain	0.00	0.00	0.00

Notes:—Highest temp. at 2 p.m. 74°; lowest at 5 a.m. 54°.

H.K. Observatory, November 11, 1916.
T. F. CLAXTON, Director.

St. John's Cathedral, Hongkong.—21st Sunday after Trinity, 12th November, 1916. Holy Communion (7.50 a.m.) Service: Merbecke. Hymns: 35, 280, 323, 512, 551. Matins (11 a.m.) Responses: Ferial. Venite: Burrows. Psalms: Jones, Camidge and Camidge. Te Deum: Lwae, Cooke, Hopkins. Jubilate: Batteshill (19th evening). Hymns: 185, 540. Evening-song (5.45 p.m.) Responses: Ferial. Psalms: Garrett, Tomlinson and Wesley. Magnificat: Cooke (16th evening). Nunc Dimittis: Wesley. Anthem: "God who made earth and heaven"—Lohr. Hymns: 270, 31, N.B.—Psalm 65, verses 6, 7, and 14, in unison. Psalm 66, verses 4, 7, 14 and 18, in unison. Psalm 67, verses 3, 5, and 7, in unison.

St. Andrew's Church, Kowloon.—XXIst Sunday after Trinity, 12th November 1916. Holy Communion 8 a.m. Morning Prayer, 11 a.m. Responses: Ferial Venite. As Set. Psalms: 12th morning As Set. Te Deum: Oakley, Benedictus: Troutbeck. Hymns: 1, 397, 529, 361. National Anthem. Evening Prayer, 6 p.m. Responses: Ferial. Psalms: 12th Evening As Set. Magnificat: Stainer. Nunc Dimittis: Futton. Hymns: 151, 249, 356, 38. National Anthem. Vesper Hymn.

Union Church, Kennedy Road.—Sunday November 12, Harvest Festival Services, Morning 11, Hymns: 494, 575, 427, 495. Anthem: "We shall dwell in the Lord." Evening 6. Hymns: 17, 498, 19, 424. Collections for Hospitals. Preacher: Rev. J. Kirk Macdonachie.

St. Peter's Church, West Point.—8 a.m. Holy Communion, 10.20 a.m. Sunday School, 11 a.m. Morning Prayer and Sermon. Preacher, Rev. W. T. Featherstone.

Peak Church.—Evening service at 6.30 conducted by Rev. T. H. Caren.

National Mission.—Preliminary Services, Sunday: St. John's Cathedral Morning Prayer and sermon: Preacher Rev. E. W. L. Martin. Evening Prayer and sermon: Preacher Rev. C. L. Cooper Hunt. Wednesday: Meeting for prayer in St. Paul's College at 5.30 p.m. Thursday: Administration of the Holy Communion at 7.45 a.m. in St. John's Cathedral. The Gospel Hall.—(No. 10 and 12 Pedders Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m. Exposition of Scripture, Saturday at 8 p.m. Prayer Meeting.

Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m. Soldiers' and Sailors' Home, Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Gleadow.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

A GRAVE WARNING.

"Dagonet," on the Grip of the German Octopus.

Mr. G. R. Sims writes in *John Bull* of September 16:—

To what extent, after two years of a bloody and costly war, are the tentacles of the Hun octopus still twined around us?

Day after day thinking Britons, impressed by astounding happenings, happenings which are to our disadvantage and often to our direct injury, rub their eyes and talk about "the hidden hand."

If the phrase "the hidden tentacles" were substituted, I believe it would be a more correct definition of the enemy power which has so frequently paralysed our efforts in our fight for freedom.

We are going to win this war—we are winning it. But because of the grip of the Hun octopus upon many of the things that make for victory, that victory is being accomplished at a far greater cost in blood and treasure than would have been necessary had we started in the fight, and been able to carry on the fight, free from the grip of those deadly tentacles.

Politically, financially, commercially and socially, the tentacles encompassed us long ago. The Hun octopus made sure of his grip upon the finances of a Power which it knew must, sooner or later, be a hostile Power, and it made sure long before it allowed the cause for hostility to arise.

To-day we are writing the history of the war in red hot blood. In the days to come the story of Great Britain's almost superhuman effort to save her Empire from the ruin, stealthily but systematically prepared for her by Germany, will be written in cold blood. And then, and then only—always presuming that the historians are honest—shall we know the truth.

There are a few who know it now, and who, because the honour of their land is dear to their hearts, would willingly tell it now, and tell it boldly and frankly.

But this is not the moment when, from the patriotic point of view, the whole truth can be told to the greatest advantage. All our energies must for the time being be devoted to killing the Hun octopus.

The press has done splendid service to the National cause. Again and again the press has compelled those in power who were pursuing a hesitating and half-hearted policy to face the situation in a more statesmanlike way.

But the press has had to be diplomatic in its campaign for efficiency. The British newspapers are read by both foes and friends, and therefore the press has had to temper its valour with discretion. It has had to guard itself against saying that which would hearten the enemy and that which would dishonour our Allies.

But the hidden tentacles are not a myth. That they have played an important part in the Hun's preparation for a war of world-conquest is a recognised fact, and the recognition should be sufficient to rouse every man and woman who have the national honour and the national welfare at heart to a sense of the important part which he and she may still play in the life-and-death struggle, on the issue of which the whole future of our Empire and our race depends.

Millions of bravos are fighting the Hun abroad. There is a mighty army of tens of millions who are not eligible for military service, but on whose ears the cry, "Your King and Country need you!" should ring as a call to action.

The country needs those millions, and the need is great. Our brave soldiers and sailors will win the victory for us; but when they have won it, it is upon the will of a great united people that the value of the victory will depend.

It is for the people to say and see that the tentacles of the Hun octopus shall exercise no pressure upon the matters of the terms of

peace—that the hidden power which shaped the beginning of the war shall have no influence in shaping the end.

Knowledge is power; and the knowledge of what has been happening to weaken and delay our blows at the enemy will be the power behind the dictators of the terms of peace when the hour of peace shall dawn.

Great Britain is the heritage of the British people. It is not a property leased for a term of years to a syndicate of lawyer-politicians.

The elected representatives of the people—whether they are Cabinet Ministers or plain M.P.'s—are the salaried servants of the people, and only remain in the people's service at the people's will and pleasure.

During the war there has been no General Election and no Ministers and Members of Parliament have continued to hold their offices and draw their salaries and pursue whatever policy seemed good to them, either from the Party or the National point of view, uncontrolled by the conditions which in ordinary times make the voice of the people the master's voice.

Throughout the war the people have behaved admirably. In the dark days of disaster, due to our utter lack of preparation, they showed a calmness and a restraint worthy of the best traditions of our race.

When success crowned our arms on land, and our noble Navy added fresh records to its glory roll, they waved no flags and rang no bells. The voice of the people was silent.

That is one of the great outstanding facts of the story of the British people in the Great War—their silent faith in the triumph of their cause because it was just and righteous.

But the voice of the people must in the near future be heard again, and it must speak with no uncertain voice. In the ears of the politicians, financiers, bureaucrats, commercial magnates, pressmen, pamphleteers and propagandists who under the pressure of the hidden tentacles have raised the cry "Don't humiliate Germany," the voice of the people must thunder its demand for the most humiliating punishment that can be inflicted by the conquerors upon the conquered.

Any terms of peace that do not humiliate Germany will be terms of peace that leave the Hun free to hold their heads high among the nations, and such terms will be a total betrayal of the great army of patriots who have given life and all that was dear in their country's cause.

Such terms will be an insult to the memory of the gallant men and noble women and innocent children who have been wretchedly murdered to make a Berlin holiday.

The blood of the martyrs cries for vengeance. That vengeance from his seat in the House of Legislature, has solemnly declared shall be executed upon the murderers.

But be sure that those upon whom the guilt of these murders rests will, when the day of judgement comes, rely confidently upon the hidden influence which has been exerted on their behalf in war.

It is for this reason that every man and woman in the land must arm for the fight for peace, for the only peace which for generations to come will mean the deliverance of civilisation from the menace of German militarism and intrigue, and free the forces that control the policy of the British Empire from the tentacles of the Hun octopus.

New Russian Minister.

Petrograd, Oct. 1.—An Imperial Ukase appoints M. Protopopoff, who is Marshal of the Nobility of the Province of Limerick and one of the Vice-Presidents of the Duma, to be Minister of the Interior in succession to M. Khovostoff, who recently retired from the post. M. Protopopoff belongs to the left wing of the Ouprobint Party and is consequently a member of the Progressist Block. He is 50 years of age. He is keenly interested in labour legislation, and holds Liberal views on national questions. He headed the Parliamentary deputations to England and other Allied countries this year.

U. S. TRADE AFTER THE WAR.

Competition with the Allies.

One of the situations that call for consideration after the war from a business standpoint is that of trade relationships on the part of ourselves and our Allies with neutral countries. The position that will result with regard to enemy countries is fairly well defined. But how are we to view the position respecting trade with neutrals, especially neutrals who have been doing well out of the war, and are thereby enabled to prepare for increased trade when the war is over? Such countries have been subject to little or no risk, and their commercial and industrial prosperity has been, and continues to be, materially enhanced by the necessities of the belligerents. It behoves the Allies generally, therefore, to consider the position now, if they are to be ready for the commercial competition that will undoubtedly arise when peace comes. The most important neutral in this respect is the United States. A survey of the situation is accordingly important.

The United States exports to the United Kingdom and British Possessions have enormously increased during the war. In March, 1914, they amounted in value to \$2 million dollars; in the corresponding month of the present year they amounted to no less than \$200 million dollars. In the same period America's exports to our Allies rose from \$28 to \$116 million dollars. Her exports to Germany and her Allies have, of course, practically ceased, thanks to the British blockade, but her exports to other neutral countries have increased from \$7 to \$89 million dollars. America is, therefore, profiting remarkably out of the war, partly through supplying ourselves and our Allies with munitions and foodstuffs, and partly by sending to neutral countries goods with which the combatant Powers are at present unable to supply them. Moreover, being free from all serious competition, her manufacturers are making enormous profits, which they are employing in laying down new plants and erecting new workshops. America will thus be in a better position to compete in the world's markets at the close of the war than she has ever been before.

In order to be able to deal successfully with American competition after the war, we must develop to the full extent the resources of the British Empire. All the needs of the Empire can be supplied from within its own borders, with abundance to spare for the requirements of other nations. But this requires Imperial organisation, and a closer partnership between the Mother Country and the Dominions than has heretofore existed. The events of the war, fortunately, have made such a federation not only possible, but assured. One of the principal instruments to accomplish this object is Imperial Preference, the admission of the products of the Empire into the Mother Country on better terms than the products of foreign countries. The Dominions already give a preference in their markets to this country and to one another. It only remains for us to reciprocate that preference, and in order to cope with American competition we must also have a greatly extended tariff. American goods which enter into competition with our own productions must no longer be allowed to enter our market without paying tax or toll. We must treat American goods in the same way as American goods treat British goods. Such a policy will not decrease the volume of our trade with America, but it will regulate it and direct it into more profitable channels. It will give us a negotiating power such as we do not at present possess, which will enable us to obtain better terms of entry into the American market. Further, it will enable us to encourage the importation of such goods as we require which do not compete with our own, and to discourage the importation of goods which can be made equally well in our own country by British labour.

The policy indicated with regard to our dealings with neutrals is purely defensive. We do not seek "trade war" with any neutral country. Our object is to free our markets and those of our Allies from German domination, so that we may trade under fair terms of competition. We do not propose anything in the nature of a tariff union directed against neutral countries. It is not our policy to exclude neutrals from our market, but to attract them to it, in order that we may pay for the goods we purchase from them by goods made in this country. But it is also our policy to obtain more favourable terms of entry for our goods into neutral countries, and we can only obtain this by tariff negotiation. The war has taught us the necessity of coming into line with other civilised nations in order to protect our home industries and to raise additional revenue. No neutral country, least of all the United States, can object to our adopting an economic system which they have proved to be advantageous, nor can they imagine that such a policy is dictated by motives antagonistic to their own trade and prosperity.—*Globe*.

EXAGGERATED CLAIMS.

Functions of Cruisers and Aircraft.

How often does "Ole Luk Oie's" general, with his maxim of "Proportion, gentlemen, proportion!" come into one's mind when one hears or reads the debates which take place about certain phases of the war, and, especially, those on the Air Service and the Navy? Lord Montagu of Beaulieu has done, and is doing, invaluable work in urging the need of still greater efforts. But he does, at times, allow his enthusiasm to carry him away to an unwarranted degree. Take his speech at Edinburgh last week. Unless he is misreported, he told his audience that, while we had recently lost two fine cruisers owing to lack of the means of air reconnaissance, "the Germans rarely lose one." This statement does not agree with the facts. Since the outbreak of war, setting aside the commerce-raiders, the Germans have lost thirteen, and probably fourteen cruisers. Indeed, the havoc which has been made among their vessels of this type is one of the most remarkable things in the naval war. They were all engaged, if not actually in reconnaissance, in officially cruiser duties. In the Battle of Jutland Bank alone they lost four light cruisers, despite the aid of their Zeppelins, while we did not lose one.

It is therefore, contrary to fact to say that the Germans, on account of their possession of Zeppelins, rarely lose a cruiser. They have had airships enough for scouting purposes since the beginning of the war, and if airships could have done the work of cruisers, the cruisers, presumably, would not have been required. But airships could not do the work the cruisers were required to do in the Bight of Heligoland, in the operations against the Russians in the Baltic, nor in the battle of Jutland Bank. We shall see why presently. But first let us see how the matter stands in regard to ourselves. We, who have possessed no airships capable of doing the work of scouting, have lost the following vessels under conditions roughly analogous to those of the Germans:—*Cressy*, *Aboukir*, *Hogues*, *Hawke*, *Arcturion*, *Nottingham*, *Falmouth*, *Amphion*, *Palander* and *Hermes*. That is, ten to the thirteen or fourteen of the Germans, and this in spite of our greater numbers and the fact that our Navy has kept the sea. Of all these, only the *Nottingham* and *Falmouth* were lost doing work which possibly—I say no more than possibly—might have been done by airships. The others, of course, are the two to which Lord Montagu referred.

In most of the other cases the vessels were looking for mine-layers or other hostile craft which it was their mission to destroy as well as to find. Obviously the best Zeppelins in existence would have been useless for the purpose. The fact which Lord Montagu overlooks is that in nine cases out of ten, reconnaissance means something more than merely seeing where the

enemy is, or even what his force is. It means the discovery of lurking dangers which would escape distant vision; it means chasing off the enemy's torpedo-craft; it means, in some cases, involving him in a position which he cannot break off before the heavy ships come up and get their chance of a decisive battle. In the Bight of Heligoland the German light cruisers fought ours partly in the hope of holding them until their battle-cruisers could get at them (the enemy being ignorant, despite their airships, of Beatty's presence), and partly in order to hold them off from a too near approach (especially the destroyers) to the German coast and fleet. In the Baltic, likewise, the German cruisers were not cut merely to see, but to see and engage. I think it is fair to assume the same thing of the *Nottingham* and *Falmouth*. They were searching for the enemy. But unless the British Fleet was to be exposed to the danger to which they themselves fall victims it was necessary to carry out a far more intimate reconnaissance than would have been possible by a mere bird's-eye view from the air. And there was unquestionably the intention to engage him when found, to worry his small craft and to compel him to chase with his heavy ships, and thus to hamper his return until the British squadrons could come up.

The use of Zeppelins by the enemy on May 31 had precisely the opposite purpose. They were required merely to get as distant a view of Jellicoe's fleet as possible, and to give the earliest warning they could, in order that the main German Fleet might avoid fighting. For that purpose they were all sufficient and admirably adapted. But as the purpose of the British Fleet is always to fight under circumstances which favour decisive action, airships alone would have been of no service. Cruisers were necessary as well, and if they were used, they were bound to run the risk attendant upon their use. The same conditions will apply and must recur whenever the German Fleet is at sea. I am very far indeed from disputing the use of airships to the Navy, or of denying that our lack of them is a most serious weakness. But I do absolutely contest the opinion that they can take the place of cruisers as the "eyes of the fleet." And I feel perfectly sure that, had we had squadrons of airships, the *Nottingham* and the *Falmouth* would have been very much where they were when they met their end.

As regards the future Lord Montagu is reported to have discussed on the possibility of invasion from the air, and to have proclaimed that "Britain is no longer an island. I do not know what precise meaning he gives to the word invasion; but if he regards such incursions as we have experienced by the Zeppelins, multiplied a hundred-fold as "invasion," then he must also regard the raiding cruisers of Scarborough and Lowestoft as invaders. The one sent their shells, the other their bombs. There is no essential difference. But if he means invasion in the accepted sense of physical occupation of a portion of enemy territory, then I hope he will pardon me for saying that the idea is a veritable bogey. Imagine the first flight of Zeppelins attempting a landing by night at the selected spot! Imagine two hundred great carcasses, each eight hundred feet long, coming down to within a thousand, five hundred, two hundred feet of the ground, amid a storm of fire! And how many more would be required to bring the barest minimum of ammunition and stores required? You must postulate the most complete surprise before such a thing becomes even plausible. Britain remains an island because she cannot be reached on the element of man, and she is not less so because it has become possible to reach her by air as well as by sea.—*Gerard Kennedy in the Observer*.

Assistant Surgeons for I. M. S.

The Government of India will shortly appoint another batch of assistant surgeons to temporary commissions in the Indian Medical Service.

"STRIKE HOME AND AT HOME."

Mr. Grahame-White on the Zeppelin Raids.

"The wrecking of the two Zeppelins is, of course, very satisfactory, and naturally justifies a certain amount of jubilation," said Mr. Grahame-White, on being asked by a representative of the *Pall Mall Gazette* for his views on a recent raid.

"At the same time, it is most important that we should avoid, on the one hand, exaggerating what has been done, and, on the other, belittling what remains to be done. Several of the papers, I observe, speak of our mastery of the air as if this were already an accomplished fact. Do not let us run away with that idea. We have still a very long way to go—a very great deal to do—before we can substantiate that claim. And it would be unwise in the extreme, at this critical juncture, to say or even suggest anything which might lead the public to imagine that we can afford to rest on our laurels, or, in other words, mark time in the development and improvement of our air service.

Wastage Enormous. "Within the last few months our air defences have been greatly improved," said Mr. Grahame-White, in reply to an inquiry: "that is unquestionable. But there is still room for greater improvements and developments. It is all such a new problem that the organisation has to be built up carefully and with a due regard to other military exigencies. Yet we are really building it up rapidly, though it is only within a recent period that the tremendous potentialities of aviation as applied to modern warfare have been fully grasped. And the pressing demands of the Air Service at the front are so great that it is no inconsiderable task to keep pace with them. The wastage of war, too, is heavy, both in aircraft and personnel.

"There is another point to be considered. It is not enough to turn out the machines in sufficient numbers. That is a comparatively easy task. And the trouble is not to find the men; but to train them. There are hundreds of young fellows who can fly their heads off, as we say in the ordinary way—that is, in distance flights and so forth—but a large percentage of them would probably lose their heads altogether if sent up at night to tackle a Zeppelin. Men take a long time to become highly skilled and efficient and then it is only exceptional men who can do these 'star turns.' The percentage of them who shine in the Air Service is small, partly because the opportunities for distinction are few, but chiefly because only a few airmen are temperamentally suited for these dashing feats. To tackle a Zeppelin at night, in mid-heaven, single-handed, and at the same time run the gauntlet of the fire from our own anti-aircraft guns, demands not only great skill, but also rare pluck, nerve and determination."

Too Early for Optimism. On his attention being called to the leader in Monday's *Times* in which it is said: "We look forward to the time, not many months hence, when Zeppelin raids will cease because no hostile airship will be able to escape if once it reaches England," Mr. Grahame-White remarked:—

"I do not agree with that! I am neither an alarmist nor a pessimist, but I say emphatically that it is too early to make such a definite statement. The *Times*, I think, misconceives the situation. The air presents such a vast field for operations that isolated raids will continue to be made with more or less disastrous effects on life and property. It is a comparatively easy matter for enemy airships to steal unobserved over England; and when the Zeppelins are equipped with more powerful engines, efficiently silenced and capable of weathering even storms and other adverse atmospheric conditions—as they will be—the task of our airmen will be rendered correspondingly difficult. To bag two Zeppelins out of a total of twelve is not a big percentage. Does this not

WORKING-MEN AND THE CLERGY.

"They Do Not Think Much of Them."

"Ordinary working men do not think much of the clergy," said Bishop Weldon at the annual conference at Manchester of the Church of England Men's Society.

The workers thought, he said, that the clergy were not intellectually competent to deal with their difficulties. There certainly had been in the last 50 years a marked intellectual decline in the clergy of the Church of England, and when that intellectual decline was associated with spiritual or ecclesiastical assumption it was not very pleasing to his friends of the working classes.

The vote of the bishops in the House of Lords in the past had brought no credit to the Church, and the clergy could hardly claim to have taken pains to place themselves in deep sympathy with the masses of the people. The word "humbug" was frequently spoken among the working classes when they heard bishops, archbishops, and even deans enforcing lessons of sacrifice, and he thought that the clergy might set aside a certain part of their incomes to show they were in earnest.

Lieut. J. H. Stanley, who is in charge of the O.E.M.S. hut at the front, said that the English and the French had actually developed a language of their own. He told a story of a British soldier and a French girl who desired to be married. It turned out that the girl was a Roman Catholic and that the soldier belonged to the Church of England. Bishop Gwynne, Deputy Chaplain-General, said he must make inquiries, but the soldier remarked: "Oh, sir, I have explained it all to her and she understands and is willing." (Laughter.)

"Dear me," said Bishop Gwynne, "he has been able to explain in a couple of words all the subtleties of religion which the divines have not been able to do for 300 years." (Laughter.)

seem to point to the necessity for a great and immediate increase in the strength of our home air service?

"But, as I have just indicated, there are difficulties in the way of obtaining this increase, in spite of its admitted urgency. So I come to my next point, the point which, in my opinion, the Press should hammer home.

Destroy Them in Their Nests.

"It is this. The proper place to tackle the Zeppelins is not on this side of the North Sea; not when they are over England, but while they are in Germany, or in Hun-occupied territory. Destroy them before they reach these shores. To postpone our attack until they have dropped their bombs and fulfilled their devilish mission is infinitely more foolish than locking the stable door after the horse has been stolen. 'Strike home and at home,' should be the motto of our Air Service."

"There is no need for dependency—quite the contrary," were the famous aviator's closing words. "On the other hand, we must guard against undue self-complacency, too much self-assurance. The Germans, it should be remembered, are still an extremely powerful, determined, and well-equipped enemy, especially as regards their Air Service and its organisation. Our aim should be so to develop and strengthen our Air Service in all its branches, that instead of waiting to be attacked, we shall be in a position to assume the offensive, and carry the war into the enemy's camp. There must be no relaxing of the most strenuous efforts to make our Air Service all-powerful, and, inasmuch as it should be stated either for the construction of accepted types or for experimental research. This, it seems to me, is the lesson of the air raids."

DAIRY FARM NEWS.



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CORNER BEEF.

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SAUSAGES ALL KINDS.

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FRESH AND AUSTRALIAN BEEF,
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HONGKONG GOVERNMENT SIX PER CENT. WAR LOAN OF 1916.

Issue of \$3,000,000 Hongkong Currency six per cent.
Bonds to Bearer authorised by the War Loan Ordinance 1916.

THE PROCEEDS OF THE LOAN WILL BE
HANDLED OVER TO THE IMPERIAL
GOVERNMENT AS A WAR CONTRIBUTION
FROM THE COLONY OF HONGKONG.

THE PRINCIPAL AND INTEREST OF THIS LOAN ARE
GUARANTEED BY THE GOVERNMENT OF HONGKONG
AND ARE SECURED BY THE REVENUES
OF THE COLONY.

PRICE OF ISSUE - \$100 PER CENT.

Interest payable—1st May and 1st November.
First Coupon for full six months interest payable—1st May 1917.
Principal repayable at par on—1st November 1925, or, at the
option of the Government of Hongkong, principal may be
wholly or partially repaid at any time after the fifth year
by drawings of Bonds.

The Hongkong & Shanghai Banking Corporation, Hong Kong,
are instructed by the Government of Hongkong to invite subscrip-
tions for the above Loan.

The Bonds will be issued in denominations of \$100, \$50, \$20, \$10, \$5, \$2, \$1, and \$0.50, payable to Bearer with half yearly interest
coupons attached payable 1st May and 1st November, at the office
of the Hongkong and Shanghai Banking Corporation, Hongkong.

The first coupon will be attached to Scrip Certificates which
will be exchanged later for definitive Bonds.

This loan will be free from any local taxation as regards both
principal and interest.

Applications will be received by the Hongkong and Shanghai
Banking Corporation, Hongkong, from whom the necessary printed
forms can be obtained. Such applications must be for \$100 or any
multiple thereof and be accompanied by a deposit of 25% of the
amount applied for.

Applications may be accepted in whole or in part, and in the
event of partial allotment the surplus amount paid as deposit will
be appropriated towards the payment of instalments due on allot-
ment.

The Government has the right to refuse any application.
Payment will be required as follows, viz.:

25 per cent. on application.
25 " " allotment (4th December, 1916).
25 " " 20th December, 1916.
25 " " 17th January, 1917.

In case of default in the payment of any instalment at its due
date, the deposit and instalments previously paid will be liable to
forfeiture.

Scrip Certificates, with coupon attached for the first half year's
interest due, on 1st May 1917, will be issued after payment of the
instalment due on allotment, and such certificates, when fully paid,
will be exchangeable for Bonds when received. Notice will be
given when Bonds are ready for delivery.

HONGKONG & SHANGHAI BANKING CORPORATION,
Hongkong, October 25, 1916.

PUBLIC AUCTION.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER.

THE Undersigned has received
instructions to sell by Public
Auction on
WEDNESDAY, the 15th
November, 1916,

At the premises of the Hongkong
and Whampoa Dock Co., Ltd.,
Kowloon.

(For account of the concerned)
Ex ss. "Wisley."

Unless disposed of by private
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18 Motor Cars (Overland) 7
seater, 6 cylinders

12 Motor Cars (King) 5 seater,
8 cylinders; electric lighting
and starting.

All more or less damaged by
immersion in sea water.

1 Motor Car (Overland) 7
seater, 6 cylinders—This car
has been reconditioned from its
former damaged condition and is
now in running order.

Terms:—Cash on delivery.

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Any European, Non-Asiatic or
Indian, desiring to leave the
Colony should apply in person
at the Central Police Station
between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to
produce Passports or identifica-
tion papers. All persons with cer-
tain exceptions who remain in the
Colony for more than 7 days are
required to Register themselves
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PERSONS ORDINANCE 1916.

Forms of Registration and the
particulars required may be
obtained at the G. P. O. and at
all Police Stations.

The Penalty for non-com-
pliance is a fine not exceeding
\$100.

PUBLIC AUCTION

THE Undersigned has received
instructions to sell by Public
Auction on

WEDNESDAY, the 15th
November, 1916,

At the premises of the Hongkong
and Whampoa Dock Co., Ltd.,
Kowloon.

(For account of the concerned)
Ex ss. "Wisley."

Unless disposed of by private
treaty:

18 Motor Cars (Overland) 7
seater, 6 cylinders

12 Motor Cars (King) 5 seater,
8 cylinders; electric lighting
and starting.

All more or less damaged by
immersion in sea water.

1 Motor Car (Overland) 7
seater, 6 cylinders—This car
has been reconditioned from its
former damaged condition and is
now in running order.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 4th November, 1916.

NOTICES.

NOTICE.

UNDER instructions from
Head Office I have handed
over the Agency of Router's
Telegram Co., Ltd., to Mr. J. P.
BRAGA, of No. 8, Pedder's Hill,
to whom all communications
should be addressed in future.

F. SMYTH,
Hongkong, 2nd November, 1916.

TSANG FOOK.

PIANO & ORGANS REPAIRED, TUNED,
AND REGULATED. CASES RE-POLISHED.
ES. WORK & FINISH GUARANTEED.
LOWEST CHARGES. ASSISTANT
WITH BEST WORKMANSHIP. ESTI-
MATES GIVEN ON REQUEST.

POST OFFICE.

CHRISTMAS AND NEW YEAR PARCEL MAIL.

The Public are informed that the
Christmas and New Year Parcel Mail to
the United Kingdom will be closed in
this Office at 5 p.m. on the 16th November.
This Mail is due in London on the 24th
December. The above date of departure
is liable to alteration.

Correspondence addressed to enemy
subjects in China, Siam, Liberia and
Portuguese East Africa, Persia and Mor-
occo cannot be transmitted.

The Services to Germany, Austria, Bul-
garia and the Ottoman Empire are
suspended.

Ships in communication with Cape
D'Agular Radio Telegraph Station:

TJIBODAS NEW SWEDEN
SEITO MARU MALTA

MAILS DUE.

Europe (via Negapatnam)—Per KAS-
HIMA MARU, 15th Nov.

MAILS CLOSE TO-DAY.

Philippine Isl.—Per YUENSANG, 11th
Nov., 5 p.m.

Shanghai & N. China—Per TAIHEI M.,
11th Nov., 5 p.m.

Japan via Nagasaki—Per TANGO M.,
11th Nov., 5 p.m.

Saigon—Per YUNGSHIN, 11th Nov.,
5 p.m.

Shanghai & N. China—Per ANHUI, 11th
Nov., 5 p.m.

Swatow, Foochow, Shanghai & N. China
—Per WINGANG, 11th Nov.,
5 p.m.

Batavia, Samarang & Port Moresby (via
Batavia)—Per HOKUTO M.,
11th Nov., 5 p.m.

Holbow—Per CHONGVA, 11th Nov.,
5 p.m.

TO-MORROW.

Swatow, Amoy & Formosa via Keelung
—Per AMAKUSA MARU, 12th
Nov., 9 a.m.

Japan via Kuchinotsu & San
Francisco—Per KARIMOEN,
12th Nov., 9 a.m.

Holbow, Paitoi & Haiphong—Per KAI-
FONG, 12th Nov., 9 a.m.

Australia, New Zealand & New
Guinea via Thursday Is.—Per
ST. ALBANS, 12th Nov.,
9 a.m.

Saigon—Per CHOPU MARU, 12th Nov.,
9 a.m.

MONDAY, 13th November.

Shanghai & N. China—Per TIKIKI,
13th Nov., 11 a.m.

Shanghai & N. China, Japan
via Yokohama, Victoria, Tacoma—
Per CANADA MARU, 13th
Nov., Registration 12.15 p.m.
Letters 1 p.m.

Japan via Kobe—Per FOKESANG, 13th
Nov., 5 p.m.

Holbow & Haiphong—Per LOKSANG,
13th Nov., 5 p.m.

TUESDAY, 14th November.

Philippine Is., Australia, New
Zealand & New Guinea via
Thursday Is.—Per AXI M.,
14th Nov., 10 a.m.

Swatow, Amoy & Foochow—Per HAI-
HONG, 14th Nov., 11 a.m.

Philippine Isl.—Per TEAN, 14th Nov.,
5 p.m.

Shanghai & N. China—Per LUCHOW,
14th Nov., 5 p.m.

WEDNESDAY, 15th November.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

Shanghai, N. China, Japan via
Yokohama, Victoria, Tacoma—
Per CANADA MARU, 15th Nov.,
10 a.m.

SHIPPING NEWS.

ARRIVED.

Hokuto M. Jap., aa. 14th, Su-chi, 10th
Nov.—Moj, 14th Nov., Gen.—D. & Co.

Hei-tie M. Jap., aa. 29th, Paitoi, 10th
Nov.—Moj, 14th Nov., Gen.—N. Y. K.

Pak-hi Br., aa. 11th, Tucker, 10th Nov.
—Tientsin, 3rd Nov., Gen.—B. & S.

Shi-tai M. Jap., aa. 12th, Takase, 10th
Nov.—Wakamatsu, 5th Nov., Coal-
Order.

Tean, Br., aa. 14th, Finlayson, 10th Nov.
—Manila, 7th Nov., Gen.—B. & S.

Empress of Japan, Br., aa. 16th, Hop-
craft, 11th Nov.—Vancouver, 19th
Oct., Gen.—C. P. O. S.

Lu-chow, Br., aa. 13th, Gibbs, 11th Nov.
—Shanghai, 8th Nov., Gen.—B. & S.

DEPARTED.

Nov. 9.

Tatouise for Bangkok
Salun for Bangkok
Kanchow for Singapore via Swatow

Nov. 10.

Briabase for Bangkok
Hasamet for Singapore
Nashin M. for Keelung
Shawling for Newchwang
Hui-chow for Tientsin via Wai-hai-wei
Si-betoro M. for Batavia via Manila
Childer for Barch-k via Swatow
Java M. for Barmay via Singapore
Posseidar for Singapore
Haiching for Fochow via Swatow

CLEARANCES AT THE HARBOUR OFFICE.

Nov. 10.

Ajax for Liverpool via Singapore
Haishin M. for Melbourne via Sydney

Nov. 11.

Amakusa M. for Keelung via Swatow
Kaitong for Haiphong via Holbow
Chou M. for Saigon
Seiyo M. for Chit v. Moj
Wingang for Shanghai
Yung-hin for Saigon
Kun-san for Calcutta via Singapore
Kaiping for Singapore
Taitel M. for Dairen via Shanghai
Hoong-sheng for Marseilles via Haiphong
Pakhoi for Canton

PASSENGERS ARRIVED.

Peras, TRAN, from Manila, on Nov. 10
Arrived: Mrs. C.
Peras, LUCHOW, from Shanghai, on
Nov. 11.
Jorgenson
Patten

Shanghai & N. China, (Europe
via Siberia)—Per SHANTUNG,
16th Nov., Registration 2.15
p.m. Letters 3 p.m.

(Shanghai Ch. P.O. Monday, 20th Nov.)

FRIDAY, 17th November.

Straits, Borneo, Ceylon, Ad-
elaide, Western Australia, India,
Aden, Egypt & Europe. (The
parcel mail will be closed on
Thursday, 16th Nov., at 5 p.m.)
—Per NYANZA, 17th Nov.,
Registration 10.15 a.m. Letters
11 a.m.

Swatow, Amoy & Foochow—Per HAI-
TAN, 17th Nov., 11 a.m.

KISMET.

ARRIVALS
FROM
ARABIAN
NIGHTS—KISMET.

THE ALEXANDRA CAFE.
Just arrived, Fresh assorted
American Sweets & Fry's
Chocolates.

ASAHI

(SUN-BRAND) BEER

SOLE AGENTS:

MITSUI BUSSAN KAISHA

Telephone 215, 216, 217

WEATHER REPORT.

The Weather Report and Forecast
for to-morrow will be found
on a Second Extra.

On the 10th at 11.30—No returns from
Japanese stations.

Pressure has decreased considerably
over N.E. China, and slightly at Shanghai.
It has increased slightly elsewhere.

Strong monsoon is indicated along the
south east coast of China and over the N.
China Sea.

Yesterday afternoon the depression,
which had apparently become a typhoon,
was to the east of Naha.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 6.90 inch.
Total since January 1st, 79.75 inches,
against an average of 81.09 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW

District. Forecast.

1 Hongkong to Gap Rock N. winds,
strong; fine.

2 Formosa Channel The same
as No. 1.

4 South coast of China be- The same
tween H.K. and Hainan as No. 1.

3 South coast of China be- The same
tween H.K. and Lanooct as No. 1.

China Coast Meteorological Register,
10th November, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Wind.

Victoria 6a 30.12 61 85 ne 2 r.

Namuro 6a 30.11 58 82 n 4 b.

Hakodate 6a 30.10 58 82 n 4 b.

Kobe 6a 30.11 64 73 ne 2 b.

Nagasaki 6a 30.12 61 85 ne 2 r.

Kama 6a 30.11 58 82 n 4 b.

Oshima 6a 30.10 58 82 n 4 b.

Naha 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.

Shanghai 6a 30.10 58 82 n 4 b.

Shanghai 6a 30.11 64 73 ne 2 b.

Shanghai 6a 30.12 61 85 ne 2 r.

Shanghai 6a 30.11 58 82 n 4 b.